

Australian

\$2.00

MODEL RAILWAY

Magazine

FEBRUARY, 1984.

ISSUE 118. Vol.11. No.7

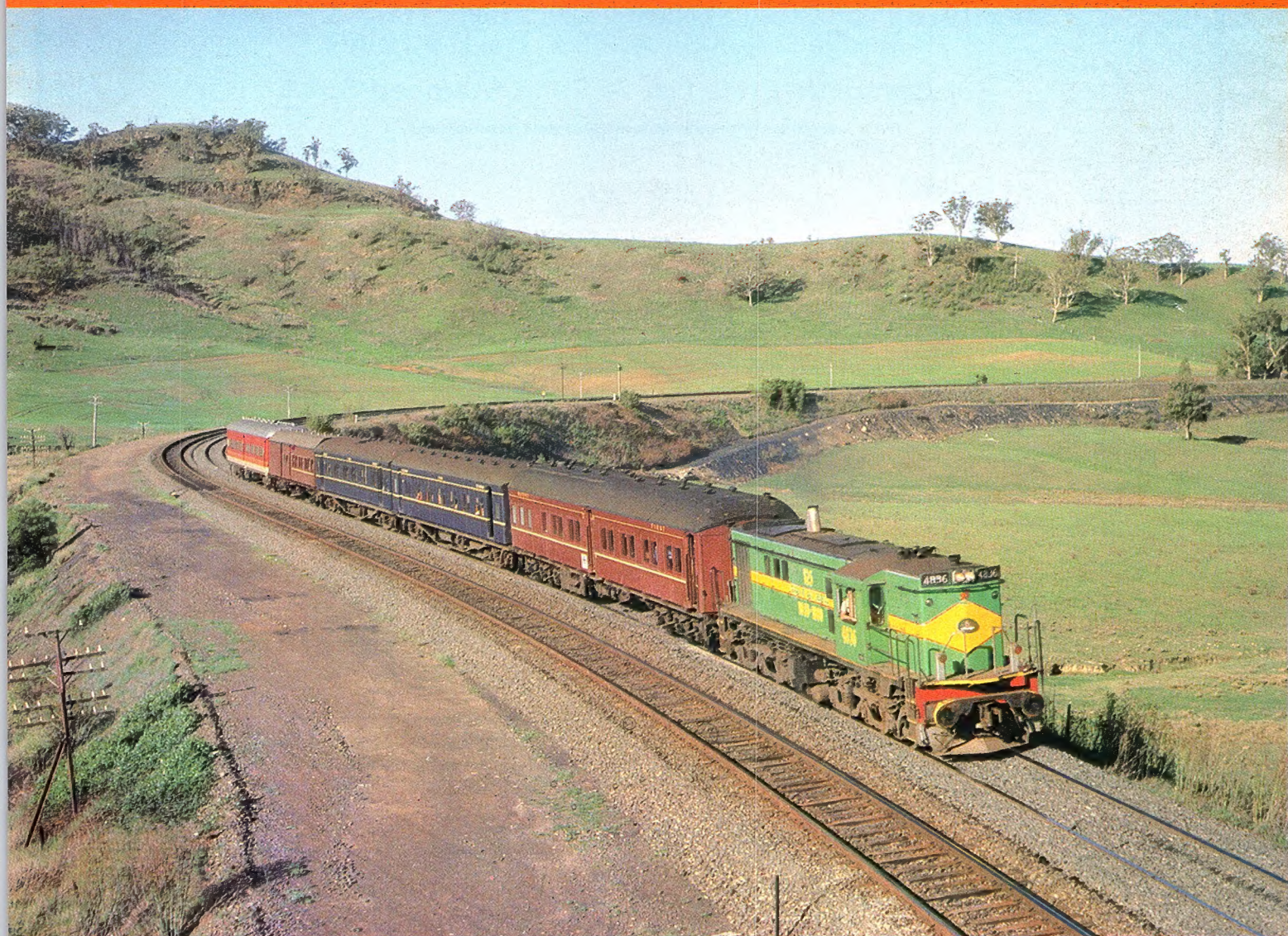
**IN THIS ISSUE:
IN COLOUR**

**Detailing a
48 Class Loco**

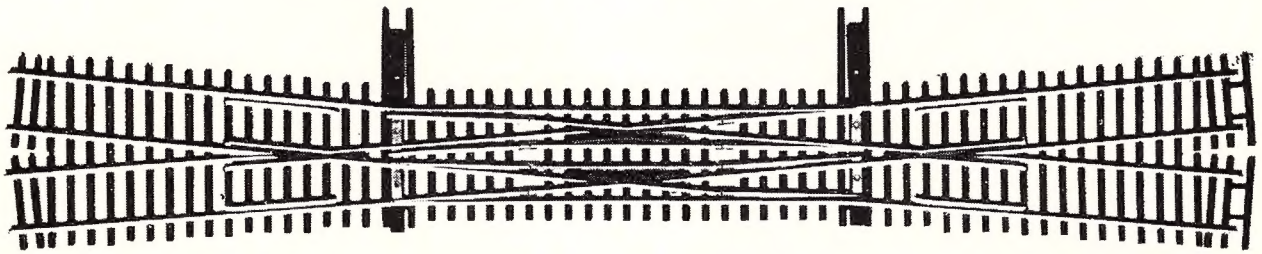
**Advertising on
'U' Vans**

**Variations in
FO Cars**

**Looking For
New Ideas?**



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Range in Trackwork for HO & N Scale
Model Railroaders*

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HO Gauge Nickel Silver Flex. Track, Points & Crossings

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HO Gauge Nickel Silver Flex. Track, Points & Crossings

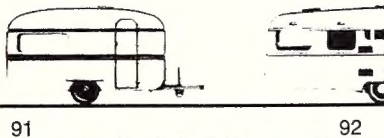
HOn3 Gauge Nickel Silver Flex. Track & Points

HO/HOn3 Dual Gauge Nickel Silver Flex. Track & Points

N Gauge Nickel Silver Flex. Track & Points

For Complete Price List — Send Stamped S.A.E.

(TRADE ENQUIRIES INVITED)



91

92



520

Container-Sattelzug mit 40 ft-Cc

'VIKING'
THE FINEST RANGE
OF
LINESIDE VEHICLES
FOR
HO & N SCALE LAYOUTS

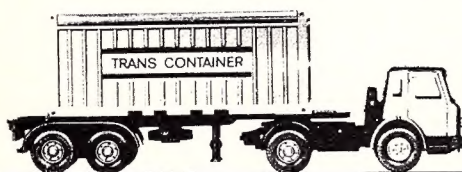
136 VEHICLES TO CHOOSE FROM
SEND S.S.A.E. FOR PRICE LIST
(TRADE ENQUIRIES INVITED)



100

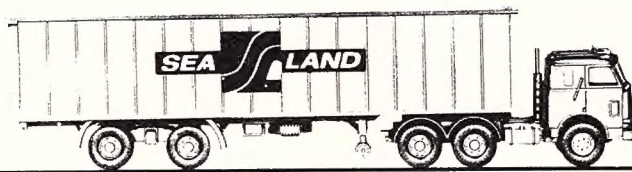


ier-Sattelzug m. 20 ft-Containern



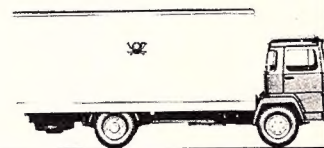
526

Open Top-Container-Sattelzug



527

Sea-Land Container-Sattelzug



550

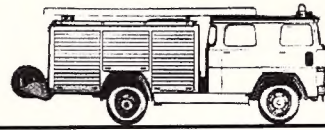
Post-Lastkraftwagen



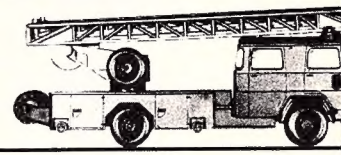
607



608



610



620

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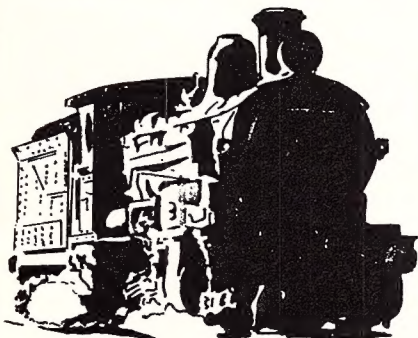
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ADULTS --- \$2.00
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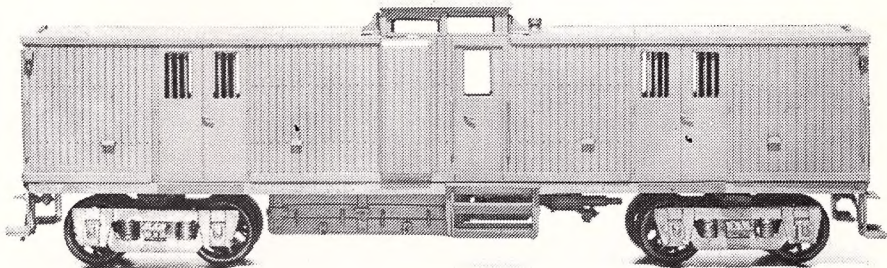
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THE VR 'C' VAN



Our first shipments of the VR 'C' VAN have arrived. Illustrated above is the pilot model (unpainted) of the version with the side vision extension - the version without the side extensions but with dog box doors has also arrived. Some minor alterations and additions have been made to the model for the production run. The model is ready-to-run, painted and includes custom decals from BGB. The 'C' Van is produced for us by THE MODEL COMPANY of New Zealand. The bogies are brass castings and include North Yard spoked wheels. As with the 'Z' Van, we will market some of the detail items used on the 'C' Van separately. The 'C' Van makes a perfect 'trailer' for our DERM - production is limited so get your order in NOW. Price of the 'C' Van is \$89.95. Our next offering from The Model Company will be the VR 'ZLP' van - watch for details.

THE WORLD OF HO SCALE - WALTHERS 1984 HO CATALOGUE

The WALTHERS 1984 HO CATALOGUE is now in stock (and has been since mid-November) priced at \$15.50. If you have never seen a WALTHERS Catalogue why not make 1984 THE year. There is a wealth of information in this 720 page book making THE WORLD OF HO SCALE-1984 your essential reference for HO railroading. There are up-to-date prices and product listings from 289 manufacturers - every type of HO kit you can imagine. There are 200 pages in colour with an all new 32 page colour section with detailed layout and diorama photos. As in past years, purchase of the WALTHERS Catalogue from McBees means you will receive a years supply of Craft Train News at no extra cost. Craft Train News keeps your Catalogue up-to-date all through the year - many customers tell us that this service is worth the price of the Catalogue.

THE WORLD OF HO SCALE - 1984 is priced at \$15.50. Price includes a 12 months supply of Craft Train News. As a special offer, 5 or more copies to the one address will be post free - a large saving for Clubs or Groups.

POSTAGE RATES per Catalogue:- Victoria, Tasmania .. \$2.50
NSW, SA \$4.25
QLD, WA, NT \$4.75

McBEES TRADING HOURS

Our shop at 535 Plenty Road PRESTON will be open at the following times:
Friday 4:00pm to 9:00pm.
Saturday 9:00am to 1:00pm.

Our Mailorder and Import-To-Order service will continue unchanged.

IMPORT-TO-ORDER from WALTHERS



We have now installed a Microfiche reader to enable us to make use of WALTHERS SAS Stock Advisory Service. Each month WALTHERS supply us with information recorded on microfiche which gives complete details, including price changes, delivery dates and availability for over 44000 different Model Railway items carried by them. Customers who buy their Walther's Catalogue from McBees also receive (at no charge) Craft Train News which contains details of new releases etc. All this plus our computer to computer ordering (airfreight from the USA) service gives Australian modelers the same 'freedom of choice' as their US counterparts.

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Australian Prototype Body Kits as seen running through South Australia.



CUSTOM DECAL SERVICE for the freelance Modeller. Enquiries to B.G.B.

NEW RELEASES

NEW KITS

BK 34. Australian National VFX Louvre Van \$16.20
BK 35. VicRail 'VHGY' Bogie Grain Hopper \$14.00

NEW DECALS

49. NSW Double blue arrows on white background \$ 1.10
54/C2. V&ANR Overland basic set No.2 \$ 1.75
55/C4. V&SAR, V&ANR OVERLAND sets incl., Club car, sleepers and RBJ \$3.99
57. NSW private owner emblems for four wheel coal hoppers. Set No.1. \$ 1.10
58. As for above (No.57) Set No.2 \$ 1.10

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BACK ISSUES

The following issues are available subject to prior sale:-

No. 1 - April/May 1963 (Reprint)
Priced at 25c a copy, plus postage.
No. 87 - November/December 1977

The above issue is available at 70c a copy, plus postage.

No. 89 - March/April 1978
No. 91 - July/August 1978
No. 92 - September/October 1978
No. 93 - November/December 1978
No. 94 - January/February 1979
No. 95 - March/April 1979
No. 96 - May/June 1979
No. 97 - July/August 1979
No. 98 - September/October 1979
No. 99 - November/December 1979

The above issues are priced at 90c a copy, plus postage.

No. 100 - January/February 1980
No. 101 - March/April 1980
No. 102 - May/June 1980
No. 103 - July/August 1980

The above issues are priced at \$1.00 a copy, plus postage.

No. 104 - September/October 1980
No. 105 - November/December 1980
No. 106 - January/February 1981
No. 107 - March/April 1981

The above issues are priced at \$1.20 a copy, plus postage.

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No. 109 - July/August 1981
No. 110 - September/October 1981
No. 111 - November/December 1981

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No. 112 - February 1982

The above issue is priced at \$1.60 a copy, plus postage.

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No. 114 - June 1982
No. 115 - August 1982
No. 116 - October 1982
No. 117 - December 1982

No. 118 - February 1983

The above issues are available at \$1.80 a copy, plus postage.

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No. 120 - June 1983
No. 121 - August 1983
No. 122 - October 1983
No. 123 - December 1983
No. 124 - February 1984

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Two copies - Within NSW \$1.10; Outside NSW \$1.35; Overseas \$1.70.

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Please list issues required on a sheet of paper separate from any other matter, complete with printed postage instructions (i.e. name and address).

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CAN YOU OPERATE TWO TRAINS AUTOMATICALLY ON THE SAME TRACK, WITHOUT ANY SWITCHES OR RELAYS???

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E.T.C. does it electronically, leaving your hands free to operate other trains.

All you have to do, is: Link the two transformer wires to the E.T.C. unit, another two wires to insulated sections and wire your light signal. Like MAGIC, two trains operate simultaneously and the signal light changes as well.

E.T.C. is a TRRAINTASIA EXCLUSIVE for only \$16.50 plus \$1.50 P & P. (AMRI Light signal 'HO' or 'N' Gauge \$5.50 extra. Please state which.) All units are pre-tested and supplied with full instructions.

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**NEW
RELEASE**

FLEISCHMANN

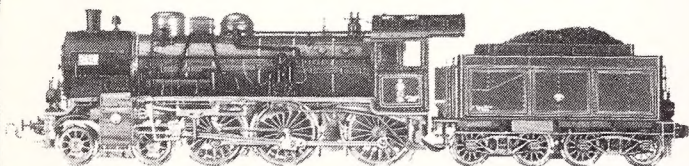
SPECIAL LIMITED EDITION

HO/OO Super detailed Prussian Railways "P8" 4-6-0 loco finished in green/red livery, red lining with lights and finely detailed valve gear etc.

No. 4800	\$169.95
No. 5800 - Baggage van type PW4, light brown, length 212mm	\$29.50
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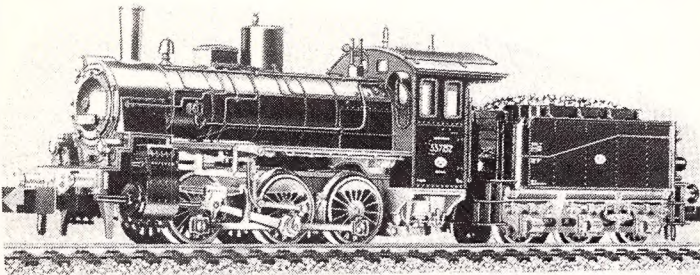
**SPECIAL OFFER FOR SET OF FOUR
ONLY \$245.00**

HURRY ! ! ! ! This is a unique once only run from FLEISCHMANN for the Enthusiast or Collector.



AND FOR "N" guage Modellers:—

No. 7124 - Mixed Traffic 0-6-0- loco with tender, class 53 DR with insert windows, lights, full valve gear, 102.5mm	\$94.00
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CATALOGUES – POST PAID

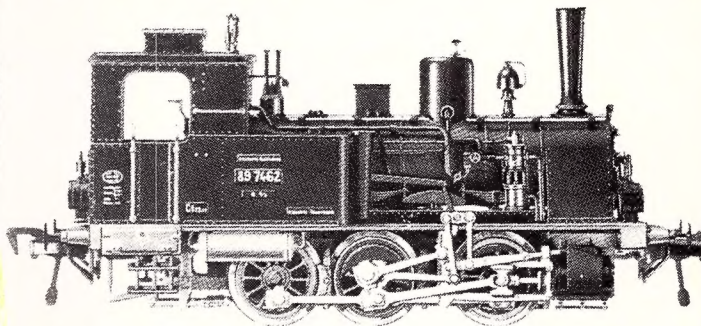
**Essential when planning your layout.
Following are available - post included.**

FLEISCHMANN - 1983-84 - HO & N . . .	4.00
BRAWA - HO, N, Z accessories	3.50
BEMO - HOe, HOm, locos, wagons, tracks etc.	4.50
MARKLIN - 1983 - 84 - HO, Z, No. 1 . . .	4.65
FALLER - HO, N, Z, kits	3.00
SOMMERFELDT - HO, N, HOm Catenary	3.50
HAG - HO Swiss prototype	3.00

METROPOLITAN — European HO brass	21.50
METROPOLITAN - Swiss N brochure	.40
SALOTA - Multi-train control - HO, LGB, No.1	S.A.E.
SEUTHE SMOKE GENERATORS & Cleaning aids for HO/OO, N/O, No.1, LGB	S.A.E.
HELJAN - HO/OO, N, kits	1.80
ROSKOPF - HO Military models	1.00
ROCO - HO & N,	5.85
VOLLMER - HO, N, Z kits	5.30
EUROPEAN BOOK & MAGAZINE LIST	.50

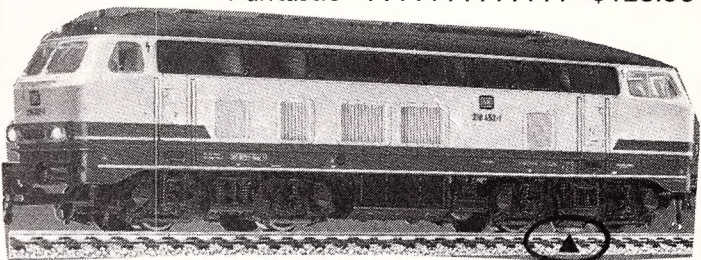
SUPER DETAILED Tank Loco from FLEISCHMANN
in HO/OO.

No. 4010 — Class 89 0-6-0- Tank Loco with high smoke-stack & Allan valve gear, lights, Black/red livery, length 101mm.	\$104.30
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TRACK CLEANING MADE EASY WITH THIS FLEISCHMANN HO/OO DIESEL LOCO

HO. No. 4933 — Class 218 218DB diesel loco with MOTOR DRIVEN CLEANING DISCS Fantastic	\$128.90
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MODEL No.

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CATALOGUE

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RELIABLE
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\$3.95

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TEMPESTLITE
A safe, simple
solution to all
wiring problems.
2 YEAR
GUARANTEE
CAT. No. LO104

ADD \$2.50 for handling, ... ALL ORDERS OVER \$50.00 WILL BE **SENT FREIGHT FREE.** (DOES NOT APPLY TO BRASS LOCO'S)

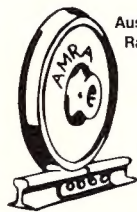
Send large S.S.A.E. for our fully detailed technical brochures now ...
Why not place your order by phone? Just ring (03) 763 5584 quote your bankcard number, name and address and give us your order. **DON'T** forget to ask about our special bonus!
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MODEL RAILWAY EXHIBITION

Camberwell Civic Centre (Vic)



Australian Model
Railway Association

March 9, 10, 11, 12, 1984

Fri., Sat. 10am - 10pm.

Sun., Mon. 10am 7pm

Adults \$2.00

**Children and
Pensioners
\$1.00**



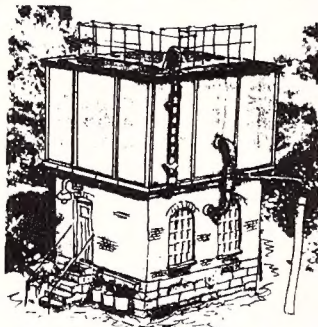
RATIO PLASTIC MODELS

HO/00

No. 506 WATER TOWER ON
BRICK & STONE BASE

\$16.50

(A truly delightful
model)



SELECTED ITEMS FROM THE HO/00 RANGE OF KITS

WAGON KITS

- 5061 4-wheeled G.W.R. Open 'C' Tube Wagon .. \$3.25
5062 G.W.R. Bogie Bolster .. \$4.95
5071 L.M.S. Bogie Ore Wagon .. \$4.95
755 Permanent Way Wagon Set - 4 wagons with
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- LQ/60 G.W.R. Lower Quadrant, old type tapered
square posts & long arms. Includes ground
signals & route indicator box - makes 4/5
signals .. \$5.95

- LQ/71 L.N.W.R. Lower Quadrant, square posts,
three types of brackets, running loop line
signal & ground signals - makes 4/5
signals .. \$5.95

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with gates & ramps (white) .. \$3.75
F/421 G.W.R. Station Fencing - white picket .. \$1.95
F/424 4-bar Fencing - white .. \$1.95
S/452 Telegraph Poles - 16 .. \$1.95



SUPERQUICK MODEL KITS



The new Signal Box
No. A-6

HO/00

- A-1 Station Platform (side) 610 x 51mm .. 4.25
A-2 Side Platform Building 146 x 57 x 57mm .. 4.25
A-3 Island Platform 610 x 63mm .. 4.25
A-4 Island Platform Building 356 x 25 x 44mm .. 4.25
A-5 Two Track Engine Shed 292 x 114 x 114mm .. 6.95
A-6 Signal Box 120 x 70 x 120mm
Coal Office 65 x 45 x 78mm .. 4.25
A-7 Goods Shed 127 x 127 x 97mm .. 4.25
A-8 Water Tower 98mm x 66mm x 120 with
Weighbridge Shed 71 x 40 x 50mm .. 4.25
A-10 Large Terminal Building with side buildings,
Platforms etc. 195 x 160 x 180mm .. 8.50
B-21 Swan Inn 152 x 89 x 114mm .. 4.25
B-22 Two Country Shops 60x70x127mm & 57x44x120mm .. 4.25
B-23 Barclay's Bank 139 x 70 x 120mm .. 4.25
B-24 Farmhouse 159 x 57 x 102mm .. 4.25
B-25 Police Station 165 x 70 x 102mm .. 4.25
B-26 Hayloft & Barn 152 x 76 x 114mm .. 4.25
B-27 Country Supermarket & Shop .. 4.25
B-28 Elizabethan Cottages .. 4.25
B-29 Church with steeple .. 4.25
B-30 Four Terraced Houses 228 x 95 x 108mm .. 4.25
C-1 Low Relief Hotel, Offices & Restaurant .. 3.95
C-2 Low Relief Cinema, Post Office & Shop .. 3.95
C-3 Low Relief Block of Flats/Offices with shops .. 3.95
C-4 Low Relief Period Shops & Offices/Flats .. 3.95

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(Unless otherwise indicated
boxes contain 6 figures.)

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855 3 men, 3 ladies seated
865 2 groups of 3 people seated
867 3 groups of 2 people seated
870 Workmen with picks, shovels etc.
889 Blacksmith, helpers & 2 horses
891 Axeman, hiker, hunter, shepherd, dogs
896 Farm workers
908 Railway Platform Staff
914 Station Staff, Policeman, dog
963 Wedding Group - 7 figures
967 Wedding Guests in formal attire
2240 Transport workers carrying loads
2319 Washing Day - 5 figures, washing etc.
2337 Building Tradesmen - brickies etc.
2343 Construction Site Workers
2399 Fat pedestrians (single)
2400 Fat pedestrians (pairs)
2407 6 cows & calves
N-2407 10 cows & calves
Z-2407 12 cows & calves
2408 6 saddle horses
N-2408 8 saddle horses, 2 foals
Z-2408 12 saddle horses
2409 6 cart horses
N-2409 8 cart horses, 2 foals
Z-2409 12 cart horses

HO/00 & N

\$3.85

Z Scale

\$3.50



AMC PUBLICATIONS 1984

"Mini Newsletter"

A four page fold over sheet will be issued through AMC stockists every 4 weeks beginning early in January, 1984. This "Mini Newsletter" will be available free of charge, and will contain up-to-date information on AMC stocks and prices along with anything else that we have to pass on to our friends and customers.

AMC's "Model Railway Newsletter" ceased production with issue No. 138, which was released just prior to Christmas, 1983.

"of Mice & Men & Stocks & Things," AMC's other regular publication ceased with issue No. 11, dated 5th December, 1983. The above are to be replaced with "Mini Newsletter" referred to above.

Price Lists

Regular up dates of the three AMC Price Lists will be printed throughout the year. The 4th Edition of the HO/00 Price Lists, dated January, 1984 should be available now. Ask at your regular AMC Stockist's now or send stamped, self addressed envelope to AMC at the address shown below for your copy.

Divisional Booklets

It is intended to continue with the publication of the Divisional Booklets. Nos. 2 & 3, Passenger and Freight Rolling Stock, respectively should be available soon. It is then proposed to continue on and issue the N Gauge Divisions.

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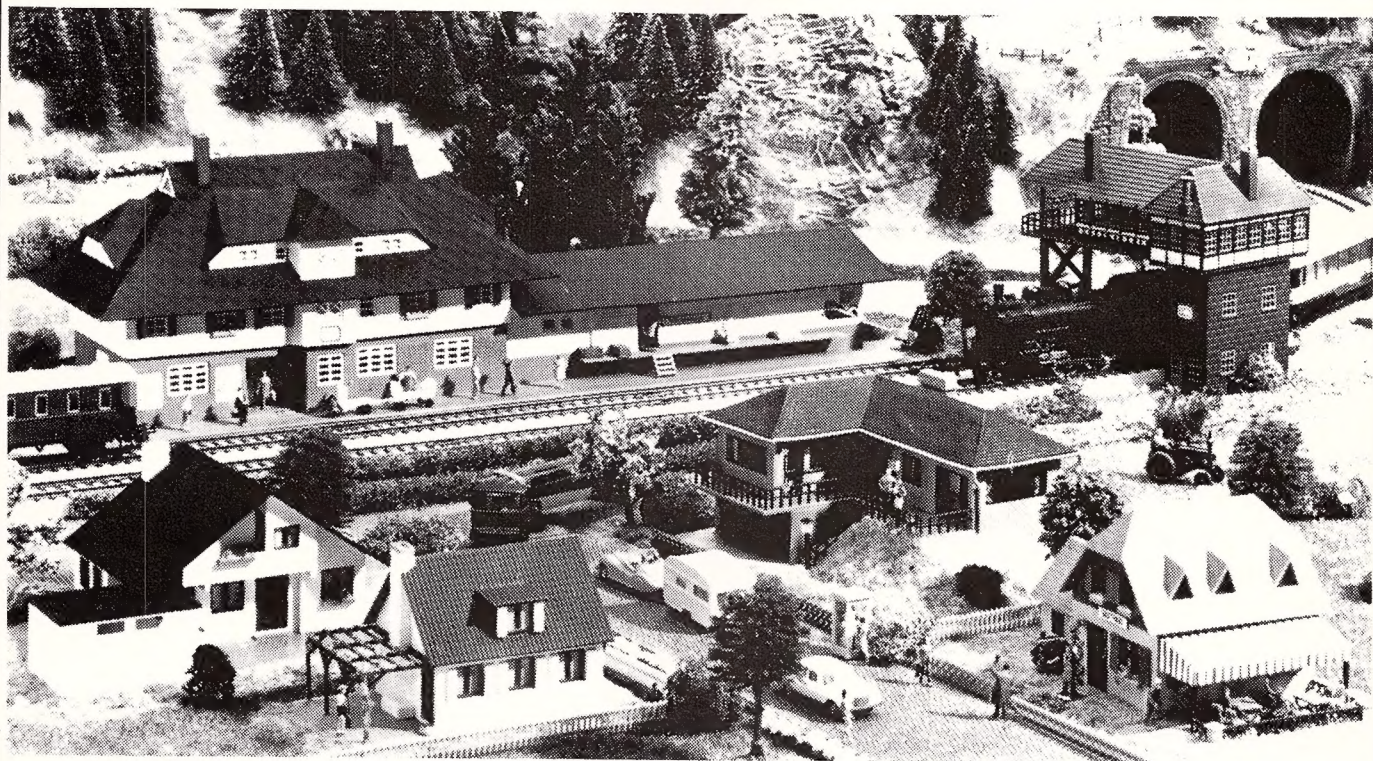
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EXHIBITIONS

GEELONG — Victoria. January 27, 28, 29, 30 1984 at the Waterside Workers Hall, Eastern Beach, Geelong. Open 6pm-9pm (Fri), 10am-9pm (Sat), 10am-6pm (Sun), 10am-5pm (Mon). Admission \$1.50/50c/\$4 (family). Organised by the Corio Model Railway Club.

DRUMMOYNE — N.S.W. January 28, 29, 30 1984 at the Birkenhead Point Shopping Complex, Victoria Road, Drummoynne. Admission \$1.40/60c/\$4 family. Organised by the Epping Model Railway Club. S.C.M.R.A.

MELBOURNE — Victoria. March 9, 10, 11, 12 1984 at Camberwell Civic Centre. Open 10am-10pm (Fri, Sat), 10am-7pm (Sun, Mon). Admission \$2/\$1. Organised by the Australian Model Railway Association, Victorian Branch.

CHATSWOOD — NSW. March 17, 18 1984 at Civic Centre, Victoria St, Chatswood. Open 9am-7pm (Sat), 10am-5pm (Sun). Admission \$2/\$1.

CANBERRA — ACT. Expressions of interest are invited from clubs and individuals interested in exhibiting at the next Malkara Special School Exhibition to be held in the last weekend of July or the first weekend in August 1984. Details of the exhibit should be marked '1984 Exhibition' and forwarded to ACT Model Railway Society Inc., Box 123 PO, Kingston. 2604 by early March 1984.

CONVENTION

HAMILTON — NEW ZEALAND. April 20-23 at Te Rapa Racecourse. Details for the 1984 Great Waikato Convention can be obtained from PO Box 10318 Te Rapa, New Zealand.

OPEN DAY

COLYTON — N.S.W. January 28 1984 at The Old Jam Factory, Roper Rd., Colyton. Open 12 noon — 6pm. All Welcome. Organised by The Prospect Model Railway Club.

PUBLIC NOTICE

Model Railway Promotion Council of N.S.W. The guessing competition for the brass locomotive was drawn on October 3, 1983 at the Sydney Model Railway Exhibition. The locomotive was won by Mr W Davies of Camden.

NEW ASSOCIATION

AUSTRALIA — TRIX RAILWAY ASSOCIATION (UK) ... now has an Australian representative. For further details contact: David Mewse, Lot 3, King Road, Harkaway, 3806. Telephone (03) 707 2156.

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Secretary: Trevor Moore. **Membership Enquiries:** P.O. Box 317, EPPING, NSW 2121.

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Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the Secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday of each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

MEETINGS

New South Wales:

February 11 — Running session at Narraweena
March 10 — Special outing to Goulburn
April 14 — Annual auction at Epping

Victoria:

February 11 — Modelling workshop at Mt.Waverley
March 10 — Modelling workshop at Mt.Waverley
April 14 — Modelling workshop at Mt.Waverley

Queensland:

February 11 — Layout operation at Keperra
March 10 — Inspection of ANGRMS Museum at Woodford
April 14 — Layout working bee at The Gap

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulations on advertising.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

In case of doubt, consult your lawyers.

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Australian Model Railway Magazine

COMMENT

The hobby of model railways has benefited greatly from advances in technology and engineering. Tin-plate to diecast to injection moulded plastics for locos and rolling stock. Clockwork gave way to electricity, open frame to can motors, AC to DC current, batteries to regulated power supplies, rheostats to electronic controllers, hand lettering to silk screen printing and now custom decals. Rails were once made from steel or brass, now nickel silver abounds, sometimes even weathered.

The list is endless . . . no matter where you look, modern manufacturing methods have changed our hobby, mostly for the good. But what of the present. We are, in Australia, in the early stages of the home computer age. Some authorities (no doubt having shares in computer companies) are predicting that every home will have a computer in the near future. So what can we do with the computer to aid our hobby?

The computer has already aided model railways with control systems such as Zero One. Computers can also help us select, at random wagon numbers for an operating session and they can of course be the means by which we store our photograph and article index. At this they are good . . . but what of controlling our layouts — can they help?

No doubt most readers visualise that a layout run by a computer is a mindless exercise . . . all the effort being spent building the layout, programming the computer and then letting it run itself. Well that is possible, but for many it would take away the joy of operating a train. Can the computer help here?

Many layouts use hand held controllers, and they have one disadvantage in that it is necessary to return to the control panel to switch the point or select the next block. Well visualise a hand held controller containing a small key pad . . . about the same size as on a small telephone. By punching numbers into the keypad, points and blocks can be selected, no matter where you are in the room. Points change and the block is available, but if the point fails to operate, access to the block is denied. Route selection can be used to great advantage. The only wiring necessary is a single circuit for the point and relay motors plus track power.

Sounds imaginative . . . well this style of system is being developed in Sydney at the moment. The keypad addresses a microprocessor, which sends a signal via a single wire around the layout. Point motors and block relays receive the signal to activate, and it all happens. Well it may not be quite that simple but current activity suggests that it will be relatively easy to install the system. It may be possible that the screen of the computer could be used in the graphics mode to present the track diagram!

Some of the research will encompass the use of the common (today) home computers and the BASIC programming language. Results will be reported in AMRM. To many the thought of computers is a No No, but if used so that it will help us in the way we do things we may be able to enjoy our trains and models

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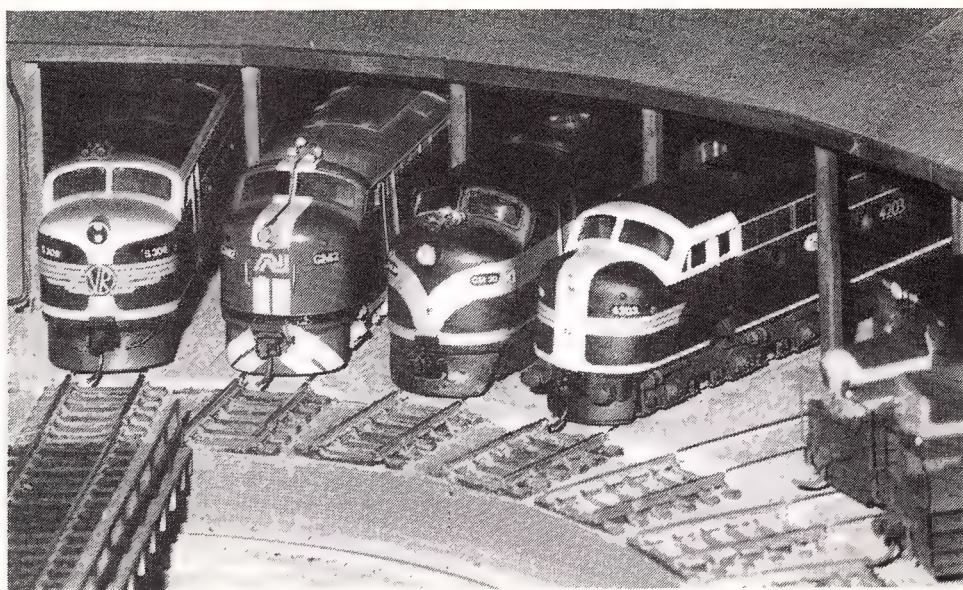
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ON THE COVER

4836 in the Anniversary colour scheme heads an equally colourful consist on No.313 Moss Vale passenger on the afternoon of 5 April 1983. The second and third cars are VR rollingstock making one of their last revenue workings in NSW. The other cars represent the two current colour schemes of the SRA. (Graham Cotterall photo)

Reworkings of Mr. Lima's S/42 body. Yes all the above models were kitbashed from Lima HO scale bodies and they were all on display working the AMRA layout at the 1983 Camberwell exhibition. Grahaeme Pantlin built 'S 309' and '4203', Pete Smith built 'GM 2', while 'GM 20' was built by the photographer, Doug Aikins.

AND the computer age.

But what of you? Do you use a computer to control your trains. If so why not share your experience with AMRM readers. A short note will get the ball rolling, and maybe you too can help the progress of model railway technology.

Bob Gallagher.

NEW CLUB

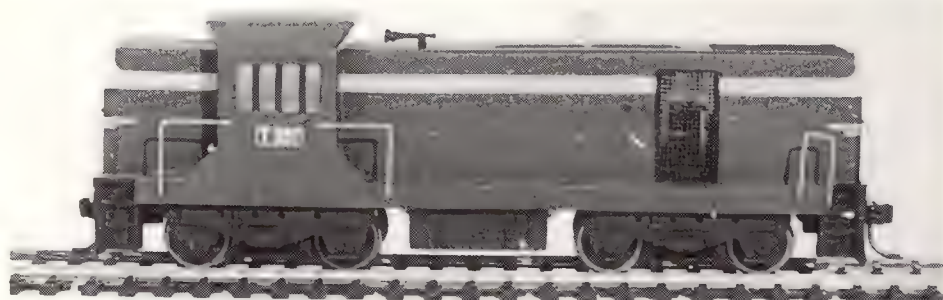
CASTLE HILL — NSW The Hills Model Railway Society, Box 555 PO, Castle Hill, 2154. Meeting Nights — 2nd Monday & last Tuesday of each month at Baulkham Hills Community Centre. Sec John Harrison Ph 02 674 2741.

PAGE TWELVE this issue presents models built by Sean Kelly. At the time these photographs were taken, Sean was a youthful fourteen year old and with the help of Steve Cullen was becoming very involved in VR modelling — HO style.

T411 a 3rd Series T class. Sean's first model locomotive. The body is entirely scratchbuilt from 20 thou and 30 thou styrene. The mechanism is a modified Athearn SW1500 cow underframe. The trucks have been fitted with McBees' T class sideframes and Kadee 5 couplers used. Humbrol 'Midnight Blue' was used for the paint job while Mn'J decals highlight the model. Detail items include brass handrails, Athearn horns and tea-strainer mesh for the grill.



T357 a 2nd Series T class. Sean's second loco, which was built along similar lines to T411, but with experience the model being square. All models are finished with Testors Dullcoat, after decal application.



Sean's next model was a D.E.R.M. — 63 RM. Although not exactly to scale the model represents the prototype, but has now been withdrawn from service in lieu of the McBees brass DERM. 63 RM was built from an Athearn round roof carriage suitably shortened and bashed onto a piece of Athearn baggage van, with a scratchbuilt No.1 end. Radiators, etc were fabricated from bits and pieces. The power plant is an Athearn GP9 (the most powerful DERM ever?), while Humbrol paint (Midnight Blue body with Buff roof) and Mn'J decals were used to finish the model.



T320 a 1st Series T class. No points for guessing that Sean favours the VR T class loco. T321 was his fourth loco, the third being Y108 that became a casualty of Plastibond body filler and brake fluid paint stripper. Yes, more than the paint was stripped off Y108. The body of T320 is similar to the other Ts, this time the doors, joints and louvres being scribed with the back of the knife. The horns of the GP9 were used whilst Toyota Royal Blue auto paint was used on the body. The McBees sideframes were modified by adding sandboxes (only found on this type of T class).



ZL 614 is a modified Hornby van. A venetian blind roof was fitted along with a new underframe, the latter from Plastruct, styrene and brass. Mainline axleboxes and North Yard 10.5mm 10 spoke wheels were used to finish the model.



Photographs by Graham Ball.

NOTICE

The postponed Annual General Meeting and election of officers for the Model Railway Council will be held at 8pm on Tuesday 14th February 1984 at the Ryde-Eastwood Leagues Club, Ryedale Road, West Ryde.

...

Recently the Model Railway promotional Council facilitated a meeting of the organisers of the eight main model railway exhibitions in Sydney. Resulting from this meeting is a proposal for an Open register of model railway layouts available from time to time for exhibitions.

Any club or individual may have their name and layout added to the register, which at this stage covers covers exhibitions in the Sydney area. The list will be kept confidential and will only be available to the bona fide exhibition organisers. For a registration form ring Gerry Hopkins on (02) 450 1033.



Main terminal station showing some of the locomotives and rolling stock available.

WESTERN MEADOW LINES

Warning

Rivet counters and purists read this article at their own risk as the Western Meadow Lines not only run Australian, English, American and European locomotives and rollingstock together, but the scale of the models could be HO or OO. But then it works.

History

The layout started thirteen years ago as an 'L' shape branch terminal to storage sidings layout located in a fibro garden shed, with two 6 volt lantern batteries supplying the power. Motive power consisted of an 0-4-0 tank (Tri-ang Nellie) and a Trix Twin 0-4-0 American type switcher of massive proportions.

The next stage came about as the result of my eldest son wanting to operate the layout. As the original line was not suitable, a new layout was constructed in two sections. Section 1 consisted of the original storage sidings on one wall, a new branch terminal station on the opposite, with a crossing loop on the third wall. The linking track extended across the middle of the room to form a continuous run resulting in the layout becoming 'A' shape. A triangle connection between the continuous run and the terminal station permitted the turning of locomotives.

The second section was constructed inside and under the first section and consisted of two continuous tracks, a station on one side and a small yard on the other. The rollingstock on this section was mostly Hornby (Tri-ang) with Hornby couplings, whereas the top section consisted of scratchbuilt and modified proprietary rollingstock fitted with Kadee couplings.

By John R. Carter

My second son was the reason for the next stage as he too wanted to operate the layout. With the amount of rollingstock now available on the lower layout and the limited storage, it was decided to store my fine scale models, connect the branch terminal to the lower level and remove the top continuous run and storage sidings, with a new station built under the site of the storage sidings, connected to the low level.

However, even with these alterations, the layout just did not work: controls in the wrong place; stations and yards in the wrong place and difficult to shunt; trains proceeding from the bottom yard to the branch terminal and back, required reversing at the main through station which tied up everything; the need to continually duck under the layout to get to stations; and the grade between the top and bottom levels so steep as to be an operating nightmare.

The time had come for a completely new start.

Planning Requirements

The first step was to list the requirements for the new layout, these being:

1. Trains had to be seen to travel a journey, that is, from station to station.
2. It had to work in a railway-like manner and be seen to do so.
3. Continuous run as part of the main line.
4. Plenty of sidings, with these sidings capable of being shunted easily and clear of running lines.

5. Sufficient industries to make shunting interesting and to justify the rollingstock.

6. Complicated enough to keep up to four operators involved, yet simple enough for a child to operate without supervision.

7. The layout was to work properly without continual maintenance.

Layout Location

With the requirements listed, the next problem became where to build the layout. The house was ruled out as space was already a problem; to provide sufficient headroom under the house would create drainage and damp problems. The existing shed was cramped with garden tools, work bench, etc. and to build a decent layout would make it too high for comfort. The only thing to do was to build a new garden shed. As foundations existed already for a 9'6" x 7'6" shed, a shed kit to suit this size was purchased and, after considerable effort, a hardwood frame fibro shed, complete with aluminium foil/hardboard lining, was ready for layout building.

Layout Construction

Now came nearly four months of planning; drawing each idea onto paper at a scale of 2mm=1", it was a case of draw, examine, scrap, until the plan finally evolved. This was followed by drawings of baseboard construction, wiring, section breaks, detailing etc.

The layout itself is constructed of 75 x 25mm timber, on the open framed principle, with the working surfaces of 12mm chipboard. As the outer frame members are attached permanently to the shed walls, the result has been an extremely strong baseboard. The

track design was then drawn out fullsize on the baseboards and the position of points located and accurately marked. A sub-base of $\frac{1}{8}$ " cork sheeting, cut to strips 38-40mm wide, was glued to the baseboard on the track alignment and the centre line of the track redrawn in position on the cork. A $\frac{3}{16}$ " hole was drilled through the baseboard and sub-base corresponding with the centre of each point tie bar.

Commencing with the points, trackwork was installed using the following method:

1. Align track using pins, mark position, remove pins from one side.
2. White glue (Aquadhere) spread over cork in marked position, care taken no glue is placed near point tie bar position.
3. Track realigned and pins replaced.
4. A thick layer of ballast coloured sawdust spread over track and then formed into shape using a dry soft brush.
5. Spray ballast with water (soft mist spray).
6. Place weights over as much track as possible.
7. When dry, vacuum off surplus ballast, using an old toothbrush to help remove ballast from point blades and frogs. If an old piece of thin material is placed over vacuum hose, held in position with hose nozzle, the surplus ballast can be saved for re-use.
8. Remove any irregularities from rail joints and points using a small flat file.

All mainline points are operated by point motors, either Peco or homemade motors based on the Peco design. All motors are fitted with a base plate and extended spring steel operating wire and are mounted underneath the baseboard below each point. This method was adopted as I do not like attaching point motors directly to points (mostly Peco type have been used) and installing the points over a large hole cut in the baseboard, as I consider this creates a weakness in the points in the blades area and leads to derailments; also in the event of future alterations, a $\frac{3}{16}$ " hole can easily be filled, not so a large hole cut in the baseboard.

Yard points in the lower yard are operated by throwover levers and points within the branch terminus are operated from lever frames, using the wire in tube and angle cranks to connect levers to points.

As Hornby-type couplings are used, uncoupling is carried out by the installation of 80 x 10mm clear thin plastic ramps in the required positions.

Control System

In order to make the operation of controls as simple as possible, the control system and wiring is rather complex. There are five control panels available to operate the layout, these being Main panel, Hidden Sidings panel, Loco panel, Branch panel and Lower Yard panels.

Main Panel

This is the heart of the control system, with ten of the eleven main track sections being controlled from this panel. Each track section is controlled by three DPDT switches, one for each of the main controllers, with the switches wired so as 'B' switch, when switched on, cancels 'C' switch, and 'A' switch cancels 'B' switch, thus preventing more than one controller being connected to a section at a time. Mounted on one end of the panel is main controller 'B', this being a standard H&M CU1 controller.

All mainline points are also controlled from this panel, using a route selection control system. By the use of a capacitor discharge power supply through a diode matrix circuit, up to six points may be aligned with only one press of a single push button.

Hidden Sidings Panel

As well as controlling the three hidden sidings, this panel controls the eleventh track section and also has main controller 'A' mounted in its face. This is a centre off transistorized controller with forward and reverse speed controlled by a single knob. Although not as sensitive as a single direction controller with reversing switch, it is easier to

operate, especially when shunting, and is a considerable improvement over conventional controllers.

Loco Panel

This is the second single knob transistorized controller available and is used to control both loco movements within the loco depot and to control the turntable. It was due to the current consumption of the turntable motor that the transistorized controller had to be used.

Branch Panel

This is a sub-panel off the main panel, being used to control the individual sections within the branch terminal using on/off switches.

Lower Yard Panel

At the moment, this is a temporary panel with main controller 'C' (another H&M CU1 controller). A start has been made on a new panel which, as well as having main controller 'C', will also have an additional controller to permit separate control of the lower yard for shunting. This panel will control both power sections and motor point control within the lower yard.

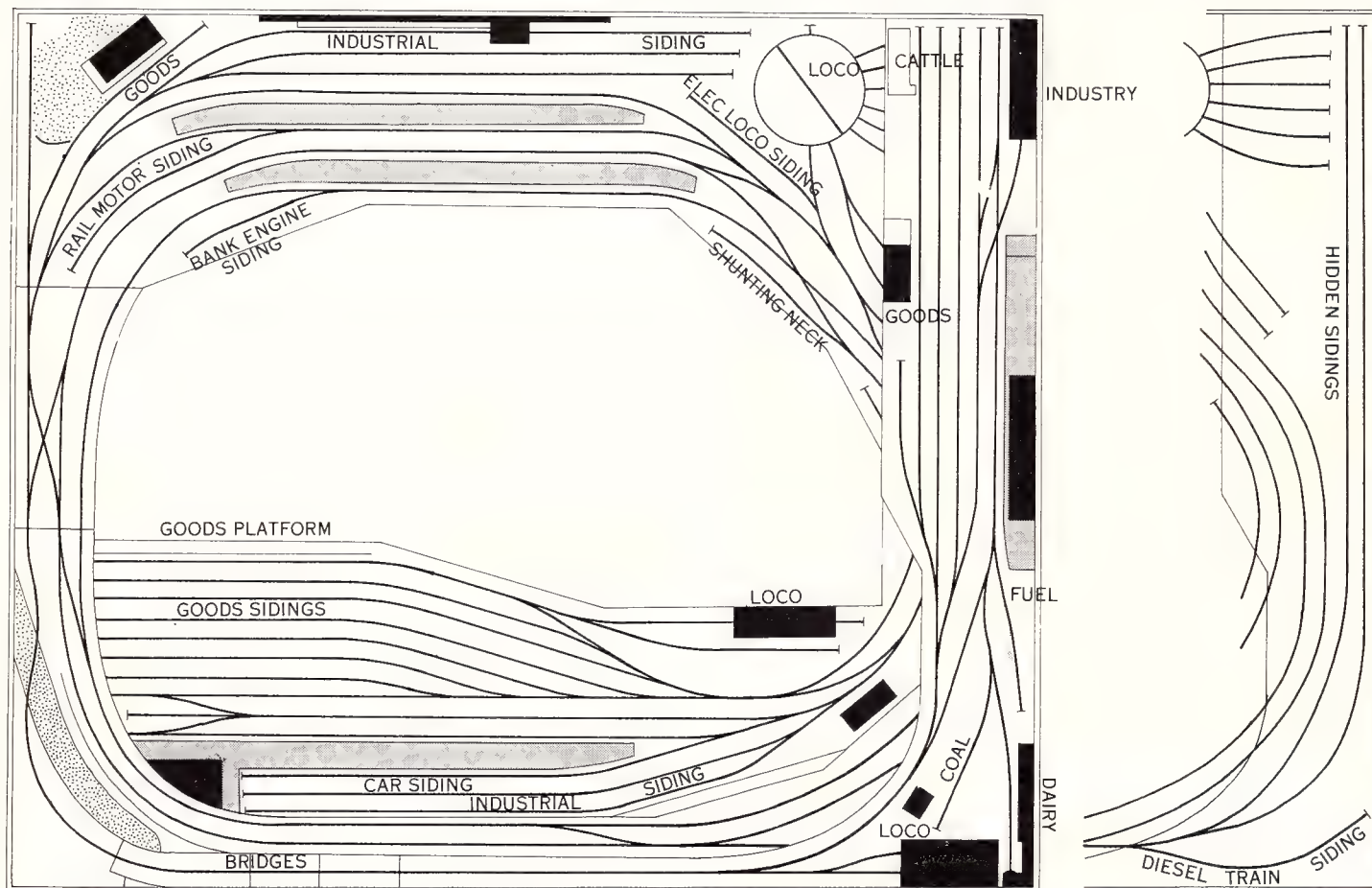
Level Crossing Control

As a novelty, the level crossing signals were made working, this being achieved through an IC555 intergrated timer circuit controlled by a Twin-T train detection circuit. A future project will be for more Twin-T train detection circuits to be installed controlling colour light signals.

Scenery

There are 35 structures, four platforms and three bridges located around the layout. The bridges and six of the structures are commercial plastic structures or kits and the main station building is a reworked plastic kit with awning attached.

The cattle pens, goods sheds, relay huts and branch station buildings are scratchbuilt,



being models of, or based on, NSW Railway structures, whilst the yard crane (Gem kit) has been altered to a NSW type. The branch loco shed and most of the industries are reworked Billeezy card construction sheets and, due to space limitations, nearly all of the industries have been modelled in low relief only.

As I am one of those modellers who, upon purchasing a kit or a model, immediately starts wondering what it could be altered to, it is not surprising to find that of all the Billeezy sheets used, only the loco depot has been built almost as the designer intended (I couldn't help it, but it was altered a bit too). Platforms are made of wood, with a masonite top, covered in brickpaper, with typing paper for edging, and the top painted to represent a tarred surface.

The actual scenery is coloured 'Spackfilla' on a base of aluminium fly wire where required, with earth, grass, ballast etc. being sprinkled on using the dry colour/plaster method (zip texturing). The dry colouring is standard builder's colouring (for concrete etc.) in yellow, black, brown, red and green obtained from any large hardware store (the green colour is difficult to obtain but hardware stores supplying tradesmen usually stock it).

The earth, grass, ballast etc. colours are dry mixed in various combinations, then the dry plaster added, commencing with one part plaster to one part colour to obtain the primary colour shade. Lighter colour shades can be obtained by adding more plaster to the colour mixture. The plaster/colour is then sprinkled through a small sieve (plastic tea strainer) onto the required location and then wet with water using a fine mist spray.

Additional layers of plaster/colour can be added, provided each layer is wet before the next is applied, and it helps when colouring over bare baseboards or non-plaster surfaces to saturate the first layer of plaster/colour before adding the next layer(s). When working near tracks, remove the plaster/colour from the rails while still wet using a dry rag. When dry, thoroughly clean the rails and check point blades and frogs are clear.

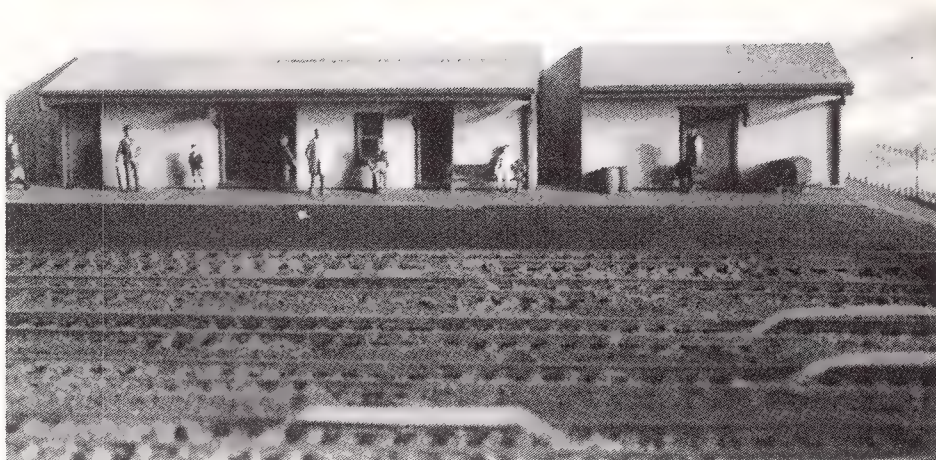
When the plaster/colour has completely dried, detailing items such as trees, fences, telegraph poles, people, animals, vehicles etc. are installed. Most of these are commercial items with the exception of the vehicles. Both my sons have collected a large number of Matchbox (or similar brands) cars and trucks over the years and when a vehicle is damaged beyond repair, I take possession of it. By using various parts of these damaged vehicles, I am able to obtain an almost scale vehicle (non-working) to suit a particular scene e.g. a coal lorry made from the parts of three vehicles.

Locomotives and Rollingstock

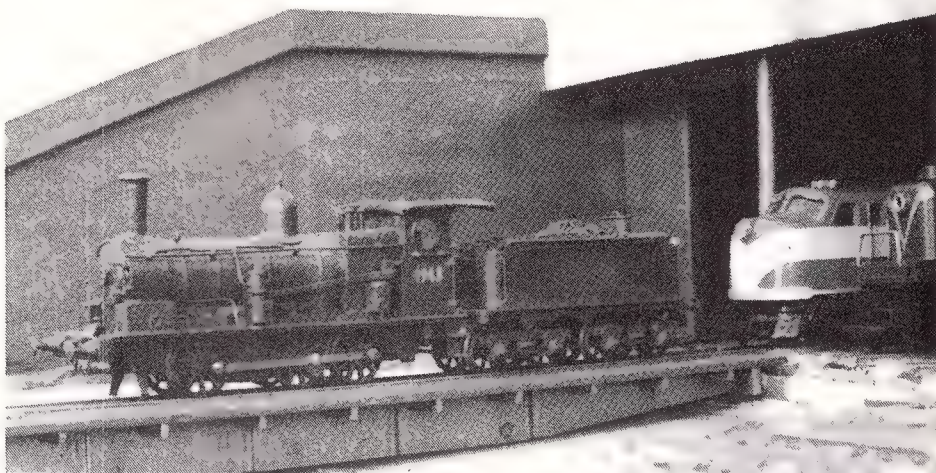
There are nine steam, thirteen diesels and two electric locomotives available to operate the layout ranging from four wheel shunters to high speed passenger and heavy goods locomotives, also a four wheel tram, four wheel railbus, a railcar and a French TGV high speed train. Most of the models are straight out proprietary models, although a number have been rebuilt and/or repainted to resemble NSW types. The lower yard diesel shunter (Hornby body on a Hornby Dublo chassis) has been fitted with a thin metal plate over the top of one coupling, thus preventing the hook from engaging, and is used to bank trains out of the lower yard, dropping off when the train reaches and proceeds onto the mainline.

The passenger stock are mainly Lima (OO) or Hornby models and consist of eight express, eight mainline and three local passenger cars, four express and two mainline brakevans and a mailvan.

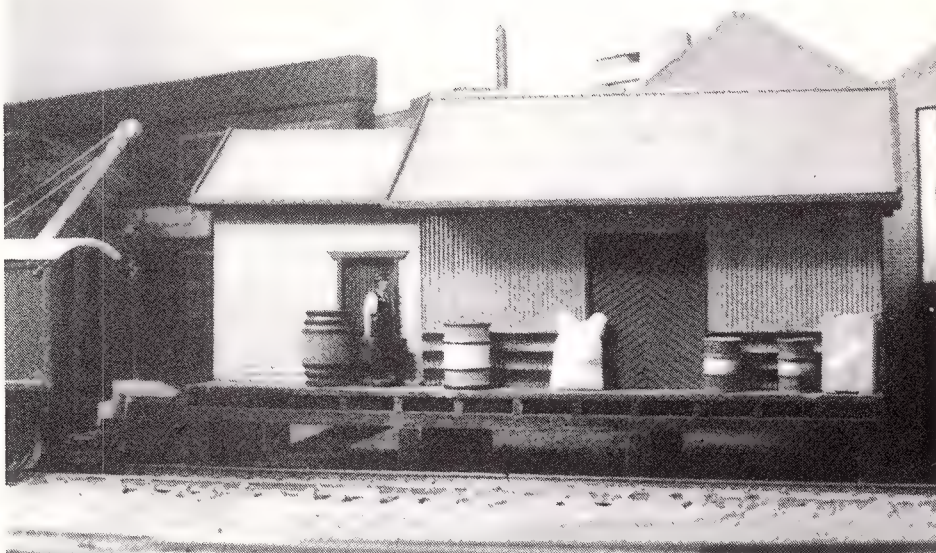
As the layout has been built with shunting in mind, the freight vehicle stock list is rather



Branch line station buildings scratchbuilt in cardboard; from the number of passengers waiting, the train must be due.



19 Class 1945 being turned on the turntable located at the through station, whilst diesels look on.



Both Sutherland and Rockdale goods sheds were used as the basis for this model, scratchbuilt in wood.

extensive and consists of six flat, two car carriers, 22 open, three hoppers, nine milk, three gas, eight petrol, 15 goods vans, five refrigerators, 11 stock, four Departmental stock and 10 brakevans, plus a crane. Most of the bogie stock is of American style (Lifelike, Tyco etc.) and all of the four wheel stock is of English style (mainly Hornby); fortunately, they all run together without the difference in scale being obvious.

Although my fine scale (4mm=1') NSW Railways models occasionally make an appearance on the layout, due to coupling difference and the fact that my sons operate the layout without supervision, these models are normally stored away.

Operation

Except when the urge occurs to watch trains chase their own tails around the layout, the normal practice is to shunt up each train using the station shunting locomotive, then work the train forward using the appropriate locomotive for the type of train. All trains are shunted out upon arrival at the destination station and a new train marshalled up for the return journey. During the course of an operating session, most train types, as found within NSW, are marshalled up and run, although at present timetable running is not used. The timetable itself is no problem, but building a system where the timetable can be easily referred to and worked from whilst operating, has held up this interesting form of train working.

Trains proceeding between the lower yard and the through station are left circling the mainlines until the destination station is ready to accept.

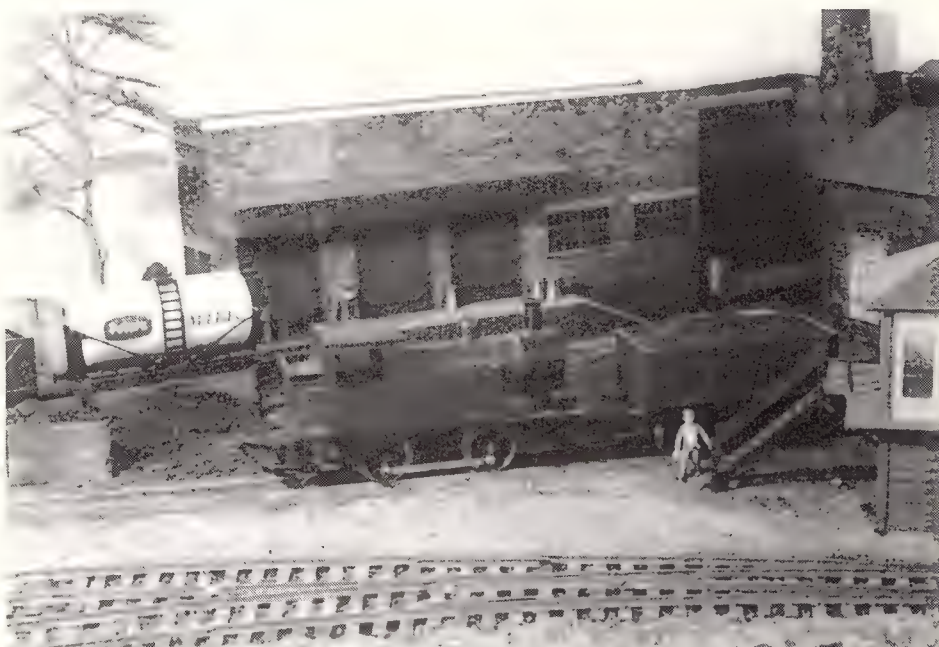
As previously mentioned, banking of trains is carried out between the lower yard and the mainline and it is also carried out up the branch line, although locomotives banking trains up the branch line are attached to the train and detached at the top. As well as having the fascination of locomotives on each end of trains, double heading of trains around the layout is also quite common.

Future Plans

As well as the items previously mentioned to be done, considerable work has been planned, including the building of station buildings for the through station, the conversion of more models to resemble NSW prototypes and the extension and conversion of the two long hidden sidings into a return loop. I suppose I should also think about giving the stations names. Still, model trains are fun, even if the layout is never finished. ■



Green 42 Class 4201 arriving at the main terminal station.



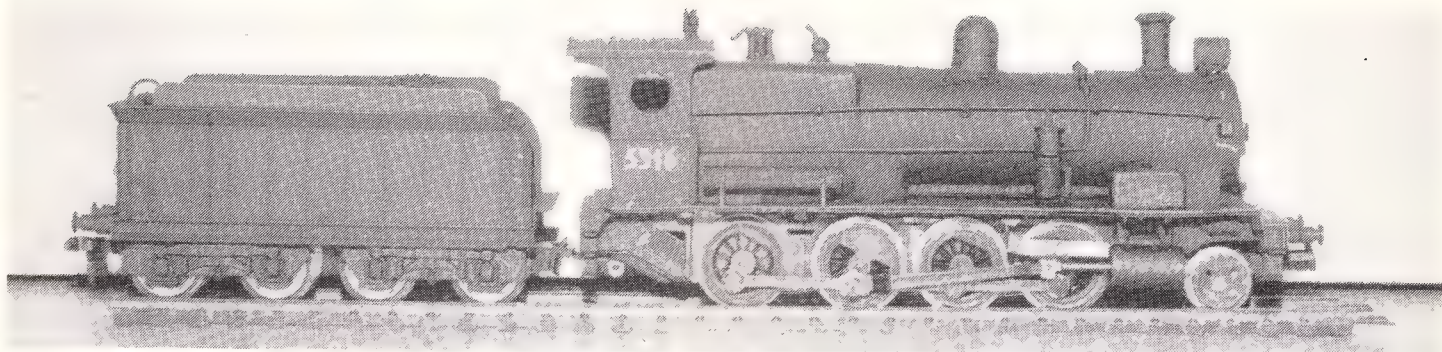
Whilst the signalman reports for duty, Nellie (Triang) places a coal wagon for unloading; branchline diary building in background.



40 Class 4051 (!) places a load of coal for unloading in the branch coal siding.



Diesel shunter No.204 (repainted Triang) places a wheat hopper wagon over the unloading bin at the Presto Factory.



KITBASH A NEW SOUTH WALES D53 CLASS

LOCO

by Barry Wood

Leon Oberg mentioned in his book 'Locomotives of Australia' that ten T524 class locomotives being built by the North British Company for the NSWGR were taken over by the British Railway Operating Division for war service in France. These subsequently became the property of the Belgian Railways after World War I.

Armed with this bit of information and a longing to have a NSW standard goods loco, I began searching the catalogues from the suppliers of European locos. I found two similar locos in the Jouef range. They were Cat.No.8282 European style Consolidation and Cat.No.8283 Western style.

I found a European style model and compared it with the data sheet to find the wheel arrangement, size and spacing just right, the tender very close for size but some minor modifications required. The boiler, although the right length and diameter, needed considerable modification, as did the cab.

I decided to go ahead and try my luck at building a 53 class, starting with the European style locomotive.

The Tender

On close inspection I found that tool boxes and overhead ice breakers needed to be removed. This I accomplished with a craft knife. The holes left were covered with plasticard.

The front of the 53 tender had an even curve and thus my tender was filed smooth using fine files and 320 wet or dry paper. This now looked very much like the NSW prototype but the coal storage area was too small. This was extended and a partition erected to act as a back stop. The area in front of this partition was filled with polyester automotive patching putty and a mound formed over the original coal and tool boxes.

Hungry boards were made up from polystyrene sheet. These were 60mm long by 4mm high, rounded at both ends.

To add the final touches to the tender, a section of HO ladder was bent to shape and epoxied into place. A Prototype water hatch was glued into place (I found contact adhesive best here).

The tender at this stage was complete and was painted black and set aside. The tender bogies, although slightly wrong, were left unchanged with the hope that later more correct bogies would be located.

The next step was the loco.

Close inspection revealed three screws holding the boiler to the chassis. These were removed and the boiler set aside.

The chassis required only minimal work which was carried out as follows:

1. Sandboxes were trimmed off and discarded.
2. The two shunters' grab irons in front of the boiler were removed and discarded.
3. All the valve gear was removed and only the push rods left intact.
4. The front pony wheel was found to be

spoked while NSW used a solid wheel with four holes. Wheels of the correct diameter (10.5mm) were found and drilled with $\frac{1}{16}$ " diameter holes. These slid easily into place without any further modification.

5. Attached to the chassis just in front of the cab are the air cylinders. These were wrong in shape but were left in place until later.

The next step was to attack the cab. As supplied, the Jouef loco had an open cab which was treated as follows:

1. The sides and top were filed smooth and the vertical grab bars and window supports removed.
2. Two new sides were fabricated using 0.040" plasticard, the shape being as shown in Fig.1.
3. A rectangle of 0.039" card 35mm x 30mm was cut and glued in place onto the existing roof. This was surrounded by pieces of 0.010" card cut 1mm wide and two pieces were glued across the top 5mm and 18mm from the leading edge.

I considered this cab to be near enough.

The next step was the one I considered the most difficult — the rebuilding of the boiler.

The Jouef loco had a rounded firebox with cylindrical safety valve, two domes, a small chimney and a pointed smokebox door. These were all removed and discarded. The holes left were all filled using polyester auto patching

putty which was filed and sanded smooth after curing.

At this stage all I had was a cylinder about 100mm long and 20mm diameter with a hole in the front end.

The first step was to cover the hole with an as near as possible prototypical smokebox door. A piece of styrene sheet was glued into place over the hole using MEK as adhesive and, when firmly bonded, cut and filed to shape. A 19mm diameter white metal smokebox door was purchased and fixed into place with contact adhesive.

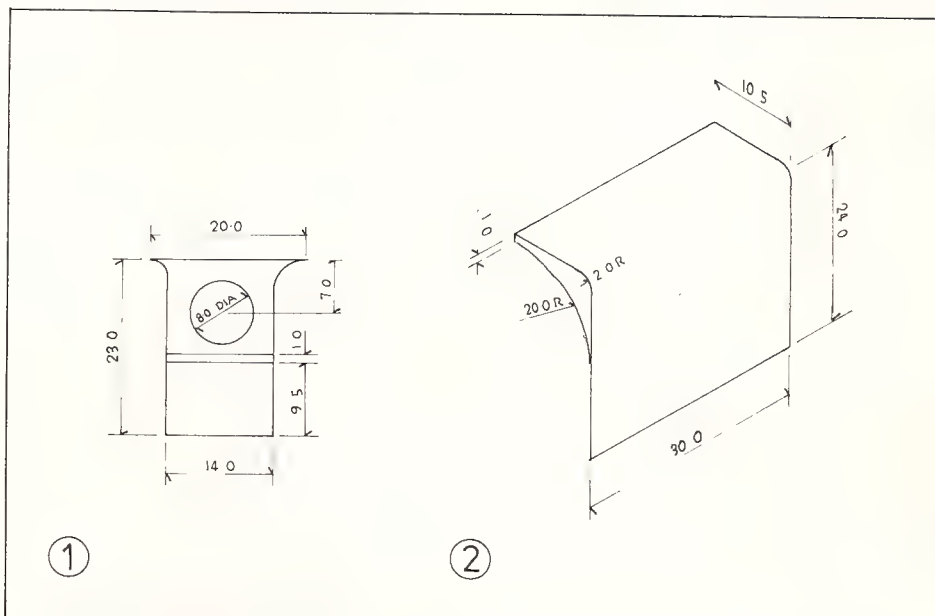
The NSW loco had a smokebox of larger diameter than the rest of the boiler. This was achieved by gluing 0.030" card around the outside of the boiler for a distance of 23mm from the nose. Two sandboxes were fabricated from plastic card. These measured 15mm x 4mm x 9mm and were set on the chassis such that the leading edge was 7mm from the front of the smokebox.

The next step was the firebox. As stated earlier, the Jouef loco had a round firebox which needed to be replaced with a square one. This was achieved by building two similar shaped boxes to the shape detailed in Fig.2. These were glued in place immediately in front of the cab.

Close inspection of the data sheet showed the prototype tapered down from the top of the firebox to the rear of the dome. This was carried out on the model using polyester putty which was subsequently smoothed with 320 wet or dry paper.

This gave me a loco with complete cab, firebox and smokebox but no dome, chimney or other detail.

After enquiries, I was able to locate a chimney and dome, made in white metal.



These, produced by FSM for their D55, were purchased and fixed in place using 5 minute epoxy.

Next I glued a generator, steam safety valves, marker lamps and an air compressor in place.

Boiler bands, cut 1.5mm wide from 0.010" styrene sheet, were placed around the boiler 15mm and 30mm from the rear of the enlarged smokebox. These were fixed with MEK as adhesive.

Prototype clack valves were installed and brass wire bent to form the piping. These were fixed in place with epoxy. Handrails, also fixed with epoxy, were positioned along the side of the boiler.

The original air cylinders were removed and rotated through 90 degrees to bring the original flat top in touch with the flat sides of the firebox. Gluing them in this position resulted in

circular top air cylinders as in the prototype.

New cylinders were fabricated using cylindrical styrene tube of 7mm diameter. This was cut to length (12mm) and the ends blocked off with styrene sheet. A hole 1.5mm diameter was drilled through one end to take the push rod. The existing cylinder was carefully cut off leaving the support intact. The new cylinder was positioned and fixed in place with contact cement.

The body was now ready for assembly.

After assembly an air gap was noticed between the boiler and the chassis which was not present in the prototype. This was filled in with thick polystyrene sheet.

A reversing rod was glued in place and the loco painted black.

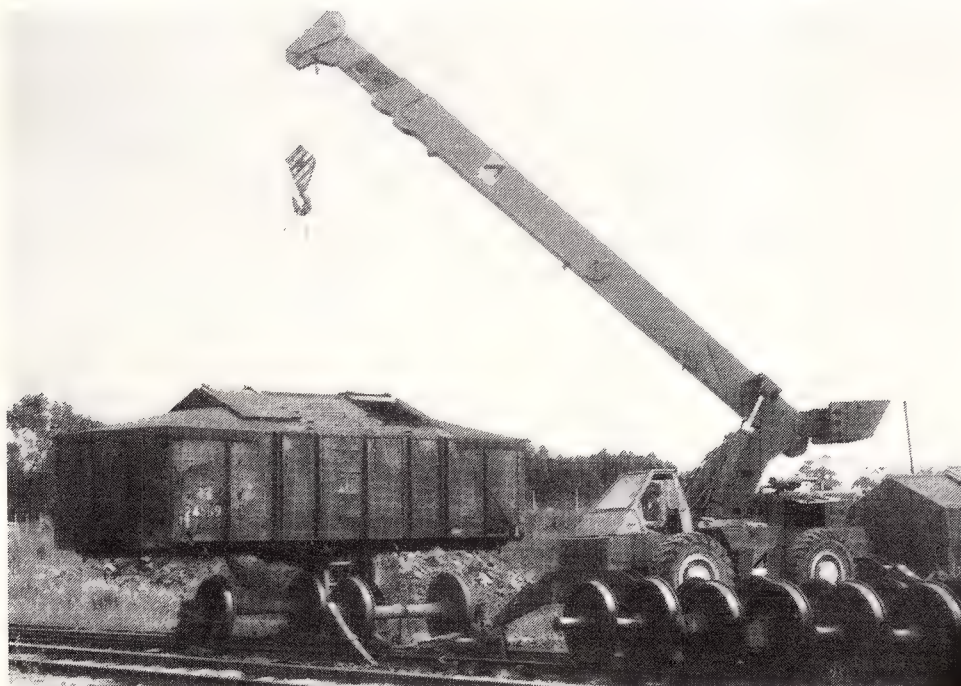
The story could stop at this stage but I feel I would like to mention some other modifications I have made to this same loco.

After running for some time, the belt drive started to slip so I decided to change this to gear drive. I found a pair of AFX gears, one brass and one nylon, which meshed just right and had a ratio of 1:1. These were drilled out to the right diameter and forced onto the drive shafts, exact meshing occurring first go (a miracle?). These have worked well ever since.

Finally, in order to improve performance, I have replaced the electrical pick-up on all wheels with a slightly more robust system, the original one having worn out.

I have now built three of these locos, two as described above and the other based on the Western style. This required considerably more work on the tender in order to finish up with a Turret tender. These locos have now been running goods (and occasionally passenger) trains about my layout for more than two years.

MAILBAG



Sir,

Please find enclosed a couple of photos which you may be able to use in your magazine. You are free to use them as you wish; I do not require their return. However, I will be sending copies of the same to the NSW Digest.

The photos are a follow-up to the article you printed on the oddity RU 24539 which appeared in the October issue of your magazine (pp. 30,31).

I must thank you for the publication of such articles, as it was only through reading it that I became aware that such an oddity existed.

Regarding the photo — it was only by pure chance that I happened to be passing the area near the stock yard facilities here in Temora when this particular wagon was being worked on. I was aware that the wheat wagons were being cut up (wheels, gear and fittings removed) and had passed by on several previous occasions but at no time had I noticed the one wagon that was different in the lines of those being sold off.

We watched as the men cut away all the fittings etc., then by about 2.15 p.m. on that Sunday afternoon, 9 October 1983, the body of the wheat wagon was lifted clear of the track, later to be sold to district farmers as wheat storage facilities. Advertised price is \$1000 each. Already one has been completely repainted in a silver (aluminium) paint finish.

K.J.McCubbin,
Temora. 2666.

Sir,

I read with interest the letter by E.Riddler in Issue 122. As I am planning something similar. I would be most grateful if you would help me clear up a few matters.

Firstly, I have a Triang single deck electric railcar set complete with the shoddy plastic wheels and oversize flanges. I will probably replace the wheels with metal discs, 10.5mm diameter, 26mm axle, or do you think I should replace the bogies themselves? If so, which brand should I use?

Secondly, I am looking for an overhead similar to those being used in the electrification of the Newcastle and Wollongong lines. The Sommerfeldt type seems to me to be the closest in design; which brand do you recommend?

Thirdly, could you please give me details about the electric railcar sets that Friedmont produced?

And, fourthly, do you know of any models of 600/700 class diesel railcars aside from the Berge brass version which I consider unaffordable for the time being. Also, does the Railway Shop have outline drawings of this class?

D. Brugman,
Blackalls Park. 2283.

P.S. The new colour scheme being adopted by the SRA gains my approval.

Sir,

I too would like to praise AMRM to the sky and see my name in print. Slightly more seriously though, I'll come to B.Cooke's support as requested in the December 1983 issue.

If Mr. Cooke wishes to paint his 81 class model in a livery that doesn't look like it came out of a five year old's paint box then good on him. It's a pity the SRA aren't similarly inclined. Please remember it is his model and he is perfectly entitled to paint it whatever colour he prefers.

It is the individuals in the hobby, as in life, who make things interesting. Imagine the monotony if

every layout in Australia ran the same Lima 4469s and Indian Pacific cars and nothing else.

When I get around to building my layout it will be a reflection of my tastes and preferences, not what is dictated to me by other modellers, however well meaning (although advice is always welcome). Furthermore I would not seek to impose my views onto others who wish to follow their own course.

So all you budding Hitlers out there, lay off Mr. Cooke and his tuscan and russet 81 class, with pin stripes, chrome plated cow-catcher and balloon smokestack. Come the revolution you guys will be the first ones against the wall. "Vive le varietie!"

Greg Henson,
Birrongo. 2143.

Sir,

Re the last paragraph of B.Cooke's letter in the December edition.

No!

J.P.Casey,
Engadine. 2233.

Sir,

Many thanks for your fine publication. The magazine is very enriching and helpful to a very 'novice' model railroader.

Gregory Suttan,
Campbelltown. 2560.

Sir,

In reference to Andrew Robinson's letter in the December AMRM, the 900 class were painted a reddish brown throughout their lives and the rear door the same. If you really want to go 'off the deep end' and add the extra detail to the 'B' end it is as follows —

On the left hand side there are three vents (similar to those on the sides of the loco), on the left hand side a box takes up approximately half and a destination board (cross, diamond, or bar type is displayed). Above the door a large light exists.

I suggest you join one of the clubs in Adelaide. I myself am a member of SARMA who meet on the second Wednesday of each month at the clubrooms, across from Mile End Railway Station (look for the green 'Nissan hut'). Members are present every Wednesday night to run to timetable, wagon building or layout maintenance.

Nigel Bourn,
Kidman Park. 5025.

Sir,

Regarding 'O' motors mentioned in the last issue of AMRM in an article by Mr Watt, as the writer hints, in this gauge one has to do quite a bit of improvisation so the following may be helpful to those hobbyists who dabble in this size (and there are still quite a few left).

The photos show three variations of motors made up from windscreen wiper motors. The 422 chassis utilises the armature and magnets with a rectangular bearing holder made up of hoop iron, a very handy material incidentally; the 38 tender motor uses the can cut down each side so that it will just fit in; whilst the 30 is made up of bits and pieces from the same motor, with a perpendicular shaft and disc commutator to keep down the height.

As they come these motors are wound for 12v. They will still take 24v without any overheating and with tremendous power and speed but if rewound with #28 enamel wire they run at a lovely speed and don't draw any more amperage than your HO models. They have tremendous torque plus, being a large diameter armature, give a flywheel effect, coasting quite a respectable distance.

The best is still to come; that is the price. The most ever paid was \$3 at Marshall Motors, Paramatta, who had a box full found during stock taking, brand new to boot. They can often be acquired for nothing at auto electricians.

The magnets are ferrite and can be cut up with an angle grinder and a little perseverance, for uncouplers and the like. Hoping this is of some small value to the hobby.

F. Elliott,
Kingsgrove. 2208.

Sir,

Regarding the article about the NSWRLV, GLV/GLX, TLV/TLX and CLX louver vans in the October 1983 edition of the AMRM, I wish to add a little more information on these louver vans.

These vans have now been fitted with roller bearing bogies of the XCH and XCG class.

The codes on many vans have been changed to the new four letter code which appear below:

GLX to NLGX
LLV to NLLA-NLLF
TLV to NLTX
CLX to NLCX

Being an SRA employee at Darling Harbour, I see a lot of these vans in the Wool Shed and also in the South and West Sheds. At about 2.30 p.m. on a weekday afternoon the louver vans are hauled to Sydney Yard and loaded with mail and parcels and shunted on to the various express night trains.

Hoping this information will help some modellers

into adding a bit more realism to their trains.

D. O'Brien,
Seven Hills. 2147.

Sir,

I have been interested to read the comments in this magazine and others, on the possibility of 8101 being painted in the reverse paint scheme. I would like to add my voice to that of Charlie Cox in declaring that the only paint scheme that 8101 received was the 'candy stripe' scheme.

While I do not work at Clyde Engineering I do drive past their works three to four times a week and I watched 8101 very closely. Clyde's paint shop is actually outside the main building and I saw 8101 come out of the building in the green undercoat that all the class receive. A few days later it was sitting outside the paint shop in the 'candy stripe' scheme.

I also spoke to one of Clyde's fitters, who is also a modeller, and he confirmed that 8101 at no stage carried the reverse colour scheme.

Stuart Livesey,
Bathurst. 2795.

Further comment on this subject in AMRM NEWS — Editor.

Sir,

I have a small annoying problem. I have just bought myself some brass locomotives of Vicrail. My problem is I cannot double-head them as I get a short circuit through the couplers (Kadees). I have tried numerous ways to combat my troubles but all to no avail.

If you or any of your readers can help me I would be very grateful.

Thank you for the great magazine. Hope AMRM keeps on going.

John Smithers,
Dampier. 6713

I tend to feel that the trouble may not necessarily be in the type of couplers, but in the fact that they have them mounted too far in on the models. The result of this would be that the buffers touch, either on curves or through occasional bumping or jerking between locos. Try a few coats of clear nail polish on the buffer heads. On the other hand, you might be using Kadee No.4 couplers. These are all metal and will certainly short out. The rest of the Kadee range have plastic boxes to counter electrical problems. Ed.

Sir,

I hope someone out there can put pen to paper and let us know what the operating habits of the 40 class diesel are with regards to engine combinations with other classes of engines; and also the number of BCH and CHS wagons in block coal trains.

Now to the complaints department. I have purchased some epoxy passenger car kits and am a little annoyed when such a fine kit is ruined by lack of instructions.

I found when assembling the Supplementary Interurbans and the 12 wheelers that the only information for putting the detailed underframe in place, remembering that the two sides are different and the sides of the coach are different, is "Glue three floor sections together". Now I feel the purchaser of these kits is a serious modeller and would want his underframe around the right way. It's

a small thing, but why not?

I have a large collection of literature but couldn't find out anywhere which way round it goes.

If someone goes to all the trouble to produce a kit and market it, why not give us enough information to stick the thing together.

Now it's the brass locos' turn. I have purchased many engines and have watched the standard of detail steadily increase until they reached the standard of today. One only has to compare a 442 to a 45 to see how far we have progressed in such a short time. I feel the standard of detail on the 45 is excellent and is what is wanted by the consumer. But other locos such as the D50 have gone too far with opening smokebox door, interior detail, dials on the gauges, etc. This is fun to look at but not practical for something as valuable as a brass loco and for many, who find them hard to purchase, all these gimmicks push the price up and out of their reach even further. There's only one person who pays for all this whether you want it or not and that's the purchaser.

I hope that the manufacturers come down to earth and give us the excellent detail expected in a brass loco without going crazy.

They would be better off to put their efforts into allowing the models to be purchased unpainted or factory painted and lined, as the price and standard of what I have seen is fantastic.

R. Fergusson,
Glen Innes. 2370.

Sir,

I should like to comment on your reference to the Westrail system in AMRM News and also buy into the discussion on a suitable scale for modelling 1076mm railways. (3'6" — Ed).

Yes, the Westrail system is a fascinating prototype with a real variety. Its block freight trains, modern rolling stock and high power diesels are all seen operating alongside a wide range of four wheelers and short passenger trains that could fit the smallest models. It also has one of the best fleets of standard gauge locomotives. However the variety here is not the same.

Following a lot of prompting through the pages of AMRM I abandoned a partly finished European model and turned to the local prototype. To gain the advantages of commercial track and mechanisms I adopted a scale of 1:120 on 9mm track. I think this can be referred to as Ttn3½. This gives an exact scale/gauge ratio and allows a large model in a small space, sketched detail and the other advantages usually claimed for N gauge. The slightly larger scale also allows full width N mechanisms to be squeezed into narrow gauge hood unit diesels. My sole motive power to date, for example, is an ex-Midland (Railway) 'F' class fitted to a Fleischmann Br151 electric loco chassis.

To others contemplating modelling 1076mm gauge prototypes I suggest that you consider the 1:120 scale. A couple of simple wagons would cost less than \$10 to make and would soon show you whether the size appeals to you.

Patrick Peake,
Craigie. 6025.

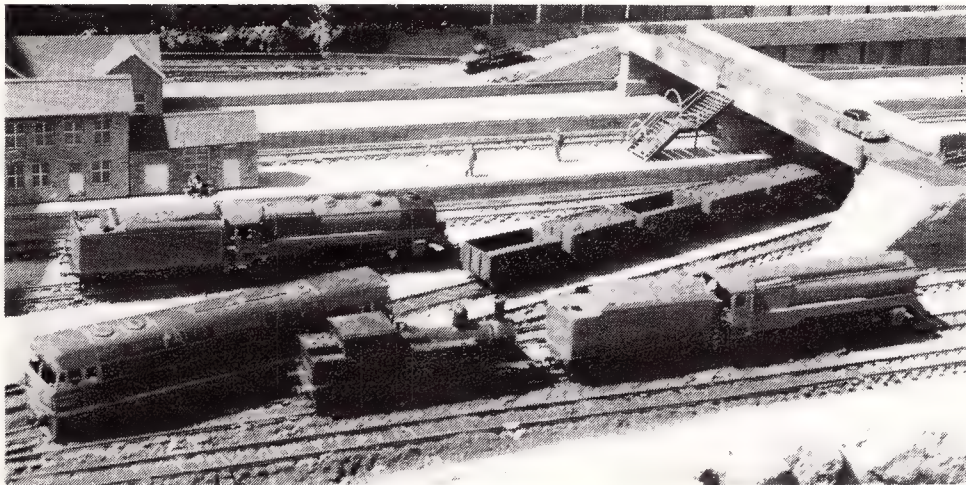
Sir,

My letter published on page 37 of the December 1983 AMRM questioned whether SRA of NSW diesel-electric 8031 ever appeared in any colour scheme other than the so-called 'reverse' livery prior to entering traffic, and raised the possibility of this locomotive hauling the mini-XPT set from Granville to Pippita prior to the press run into Sydney Terminal.

Since writing that piece of correspondence, I have undertaken some research into the matter. It is now my understanding that 8031 has always appeared in the 'reverse' colour scheme. 'Railway Digest', Vol.19, No.10, October 1981, at pages 302-03, provides some details of the events surrounding the handing over of the first XPT cars. Locomotive 8031 and double deck interurban electric control motor car DIM 8042 shared the limelight with XPT vehicles XP 2000 and XF 2200 at the official ceremony at Comeng's Granville works on 24 August 1981, but it was not until 27 August 1981 (as states previously) that the XPT cars actually left Granville. The same 'Digest' reference gives 8027 as the locomotive which performed the task of hauling these vehicles to Pippita; this is confirmed by actual sightings of people present on that occasion.

I cannot see how 8031 would ever have appeared in traffic with the 'old' livery. This unit was the first of twenty to be supplied under an extension of

Continued on page 26.



ARE YOU LOOKING FOR NEW IDEAS?

by Phil Curnow

Is operating your layout becoming a little boring? Would you like to do something different, perhaps a bit closer to what the real railways are doing? Not really sure what is the right thing to do (still parking your cattle cars in the goods shed, your petrol tanks in the loco shed)? Are you loading fifty tons of lead in your fourwheelers or running four wheeled vans on your express passenger trains? Take heart, we all go through that stage — it's part of what some whiz kid called a 'learning curve' which means, I hope, the longer you stay in this hobby and the more you read about trains the more you will learn what not to do.

Enough rambling on about nothing. This is the first of what I hope the Editor will run as a series about some of the more unusual happenings on our railways. My aim was to choose happenings that could be adapted to a model railway which means that 'human interest' stories or 'what the Station Master said' are outside the scope. Some of the titles will be uses of single-ended diesels, twin cab diesels, railcars, diesel colour scheme variations, shunt engines out on the mainline and several discussions on the uses of different types of wagons.

The Railways used as examples will reflect my personal interests and choice of magazines. However there's no real reason why you couldn't adapt the idea to suit yourself. In fact, I'm not going to actually tell you what to do, but leave it up to you.

Single Ended Diesels

There are two possibilities here — a full width body with only one cab, such as the very popular F7 by Athearn etc., or there's the hood-type diesel which has its cab controls built to be operated in one direction only, even though the loco looks as though it could easily go in either direction.

- (a) During their final years in service on the NSW Railways, the full cab-styled 42 and 43 class single enders were required to lead the train or, if the second engine, to always run with the cab leading. This was so that if the first (leading) loco failed the crew could drive from the cab of the trailing loco and clear the track for other trains.
- (b) During 1979 the turntable at Peterborough (SAR) was out of service for heavy repairs. This meant that only double cab diesels or singles in multiple could work the broad gauge from Adelaide. SAR didn't have a 'cab must lead' policy with single enders 900-909, 930-935.
- (c) Because the cab controls are set for one-way driving, the running of singles in reverse for lengthy journeys becomes both tiresome and, to some extent, risky for the crew due to poor visibility. The SAR imposed a speed limit of half the allowable track speed under these conditions and limits the use to light engine runs from the depot to attach to a train, or in cases of emergency. The VR, faced with this problem, fitted a hostler's cab to the S class



Victoria's T class are truly bi-directional. In March 1983 T382 rolls an empty rail train from Horsham down the hill into Ararat yard.



We usually see photos of X class running short nose leading on passenger trains. However the speed up in train frequency in recent years has made long hood running more frequent. The reduction in turn-around time at depots means the cab only leads in one direction. Here X35 leads an S class which has its hostler cab leading as they sprint through Wallan with a down passenger in March 1983.

- with a small window but without full seating and other cab fittings.
- (d) When is a double ended treated like a single? It happened on the SAR when the Union complained about lengthy delays in fitting sound proofing in the cabs of 930 class. To press the point a little harder, they banned the non-proofed engines from being used as the powered driving cab — they always had to be second if powering. This caused a rather unusual power arrangement on several Victor Harbour passenger trains when a combination of the ban, some loco failures and a faulty turntable at Victor meant the only power available at departure time was a single and a non-proofed double. The result was that the single provided the power in both directions but the driving cab in only one direction because the crew rode the non-proofed engine with motor off and multiple united to the powering single. All this for

two coaches and a van. A few years ago, I rode a twelve coach holiday train with twin doubles to Victor and overheard the local 'expert' claiming that the second engine was only on the train because the diesels couldn't drive in reverse and this was before the need for the ban had arisen. Oh well, we all drop clangers — mine are made in print.

- (e) What about hood-type diesels? The NSWGR 40 class gave the game away because it had a cow catcher at one end only. The VR is a little more deceptive as it has catchers at both ends of the C and later model X classes, yet set the cab up for driving with only the cab end leading. This meant that several turntables and triangles at country locations had to be kept in good order.
- (f) In contrast, the Great Northern Railway in

the USA (they weren't all called Railroad) set its hoods up to be run with the cab at the rear to protect the crew during crashes. When the GN, Burlington and Northern Pacific combined to form the Burlington Northern, the decision was made to have a new colour and a uniform direction for diesels. Yes, you guessed it — all the ex GN hoods had to be modified. (Thanks RZ)

- (g) Sometimes a bi-directional type is favoured more in one direction by the crews. The SAR's 830 would usually be run short hood leading to avoid getting exhaust fumes in the cab. If the crew has a choice, they will usually drive the double ended 930s from the A or nose end because the ride is smoother. There can be other reasons, however, such as through the Hills line where the wheel flange wear more on one side and depot staff are encouraged to turn the locomotives whenever possible to even out the wear. ■

AMRM NEWS

Compiled by Bob Gallagher.

One of the prime objectives of the AMRM crew is to present a magazine that is interesting, informative and accurate. We also strive to produce the final product as professionally as possible, eliminating all errors. Over the past few years we have introduced a number of time consuming methods to ensure that errors should be eliminated from the final product. We are always very keen, if not a little tense, when we get our copies from the printer (sometimes after readers have theirs in hand) to try and find that error that eluded our checking system.

Generally the number of errors can be contained to a small single sheet of paper. Unfortunately last issue was not the case, in fact we could have used a 500 sheet roll of toilet paper and still not have had sufficient space to list all the errors. One wag suggested that we offer a special prize to the reader who could find an editorial page without an error. After a couple of checks, we feel we would be able to offer a very large prize without fear that it would be collected.

This is a great disappointment not only to the production team, but also to those whose work has been poorly reproduced. We have been advised however that our nitpickers had a field day. So, despite all the errors, someone must have gotten some enjoyment from the issue; so maybe we met one of our requirements!

Last Issue — Corrections.

- All levity aside, below are a few of the errors.
- Page 13 — The photographer for Railway of Denbar was Graham Ball.
- Page 31 — The captions for the top two photographs have been transposed.
- Page 33 — The captions for photographs 4 and 5 have been transposed.
- Page 34 — We believe that Dick Stein's imagination is 'fertile' not 'futile'.
- Page 41 — The rectangular water tank kitbash article is planned for the April 1984 issue and was not included in last issue.
- Page 43 — The correct spelling for the last exhibition site is Aulden Manor.
- Page 43 — Paul Newlands, the 13 year old layout builder is not related to the proprietor of Graham's corner.
- Page 54 and 71 — The correct price for the Casula Hobbies stainless steel wheels is \$1.20 each or \$27.00 for a pack of 30.
- Page 55 — The producer of the SAR Rx, and M van was Broad Gauge Bodies and not Broad Gauge Models.

We sincerely offer apologies to all those who were offended or embarrassed by our mistakes.

Correction — V.R. 'T' Vans (October 1983).

The lettering on the Tancred Bros van was ochre and not dark blue as stated. In addition vans not built were T 418 and T 419.

Public Reaction.

Recently, the Model Workshops group (which

includes a number of AMRM workers and some friends) took the exhibition layout, Menangle, 'home'. We displayed it, in full exhibition regalia at the centenary fete of the Douglas Park school. Douglas Park is a small village a few miles south of Menangle and is the next station south.

The result was very surprising. Talking to the residents of the houses represented on the layout by models, explaining to disappointed residents of homes we did not model, watching the reaction of a railway employee who quickly told us that the toilet was not at the correct angle, the reaction of an ex railway employee who "had spent all his life on the railways and didn't want to be reminded of it now", the joy of the lady who spent her childhood in the station building.

There were those who were keen to enlighten us of some aspects we omitted and those who couldn't understand how we managed to research the detailed modelled. The exercise did however, make the task of building and displaying the layout well worthwhile.

Youthful Reaction

To offer viewers of Menangle a good representation of NSWGR trains at the fete we went to some considerable effort. As it happened the public proved to be very knowledgeable. When one considers that most of the village was in sight of the main railway line this was understandable. As with most exhibitions we took along a reserve of models to run just in case of failure, or more realistically to stir one or two of our more serious members. In this instance it was the Lima XPT, obviously intended as a stir as we had decided to run a steam roster and everyone knows that the only steam that the XPT produces is that shown when it hits a car at a level crossing.

Well we used the XPT to prove the signalling and then stored the set out of sight; well almost. It did not take long for us to realise that we either had to run the XPT or hide it from view. The response from the younger members of the viewing public left no doubt that the XPT will lead to many joining the ranks as modellers. Even the adults reacted to the XPT. One youngster confidently advised us that he was getting an XPT for Christmas. Although very young he was certain for he had looked "under the bed". An "I think Mum knows" was quickly added to end of what was an interesting conversation.

A real interest point of the venture was however the reaction of some of the locals whose appearance was not quite within today's social standards. The very keen interest in and understanding of modelling methods shown by a number of these youths suggests that model railways could be a very good activity for Australian youth. All we have to do is to find a way of taking the hobby to the boys without the stigma of toys trains being applied.

Road Signs and Markings

For those modellers who give more than cursory attention to the scenery beyond the railway fence, a recently issued booklet entitled 'Road Signs and Markings' may possibly be of interest to them as background material for the road transport aspects of their layouts.

Published by the National Association of Australian State Road Authorities, the 14 page full-colour brochure explains the use of road signs and markings as a component of traffic control and management. It is not intended to be a comprehensive textbook on the subject, but rather an information booklet designed to foster public interest.

The value of the publication to modellers would seem to lay chiefly with the coloured reproductions which appear in the brochure of many common traffic signs. Other topics covered include the different types of pavement markings to be found on Australian roads and the purpose they serve. There is also an explanation of the reflectorisation process employed for night sighting of road signs.

Reasons are given for various sign formats and their particular locations. What, for instance, are advanced direction, intersection direction and reassurance direction signs? What are their features? And where would you expect to find an example of each?

'Road signs and Markings' (published in July 1983 — reference NAS.46) is one of several information papers brought out by NAASRA. It is available, free of charge, from:

National Association of Australian State Road Authorities
P.O. Box K28
Haymarket, N.S.W. 2000.

Back Issues.

Since the publication of the December 1983 issue the AMRM PO box has been full of letters replying to the back issue special. Unfortunately, for many of the issues, we only had a few, and those were allocated on a first come first served basis. Regrettably not all letters applied in the correct way. Those who did not bother to include an SSAE, as requested did not receive a reply. Those who sent money in anticipation had their money returned, and those who did not bother to list the required issues (writing "all please") made our task of allocating the issues harder.

At the time of going to press the whole matter was a little undecided but if there are any leftovers they will be listed next issue. Incidentally the release of these back issues was only made possible with the help and assistance of Phil Curnow and his father, John Trelease and John Casey. These issues came from South Australia and as far as we are aware are the last of the old issues for all corners and cupboards have now been cleaned out.

Subscriptions.

Last issue we predicted that we would have the AMRM subscription system running by this issue. Well that is not quite the case. We took the gamble, put in a lot of hard work, and got the system on line in time to use it for the posting of last issue. It appears there may have been a spelling mistake or two, but these are being rectified as we receive the corrections from subscribers.

With the system on line subscribers will gain a

Continued on page 43.

V.R. 'U' VANS

There are a number of different sizes and shapes of 'U' vans. Their common feature, however, was the shape of the metal louvres on the van sides. The class, in the hey-day of steam, was very large and many carried colourful advertising displays. AMRM has featured a number of these wagons in the February 1982 and April 1983 issues.

To cover the full range of 'U' vans in a single article is too demanding, but some AMRM researchers are preparing articles on various aspects of the class. These will be presented as they are completed.

In the meantime, the photographs below illustrate some of the vast range of the class of 'U' vans.

VR 'U' VANS IN 'N' SCALE

by Ian R. Wood

Apart from the GY type wagon, the 'U' van would have to be the most common wagon on the VR. There has hardly been a photo taken of a general goods train without 'U' vans scattered in the consist. With the idea of modelling VR in N scale, I was faced with the fact of constructing such a vehicle — and not just one of them. After several singles, a method evolved which did away with some of the basic flaws evident in those first ones. Possibly the most annoying point was getting those darned louvres to match at the corners. If you are interested, read on; if not, move to the next article; do not pass go and do not collect \$200.

An outline drawing is needed giving basic measurements of height, length, width, etc. If you can get a more detailed drawing, that's fine

too. I obtained the measurements from an old copy of AMC Newsletter but I know that Model Dockyard can supply drawings also.

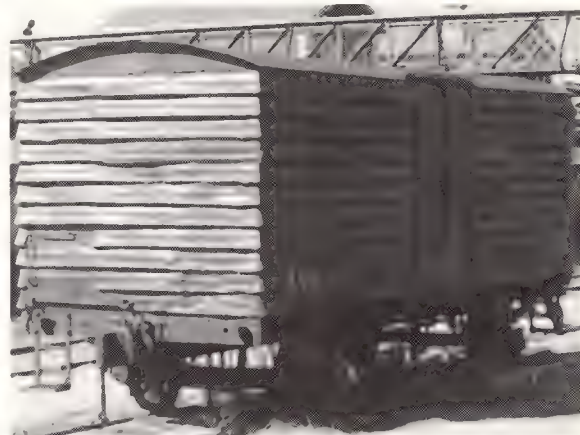
Photographs are essential and if you have any books on VR you won't have to look far.

Firstly, a list of required materials would be in order:

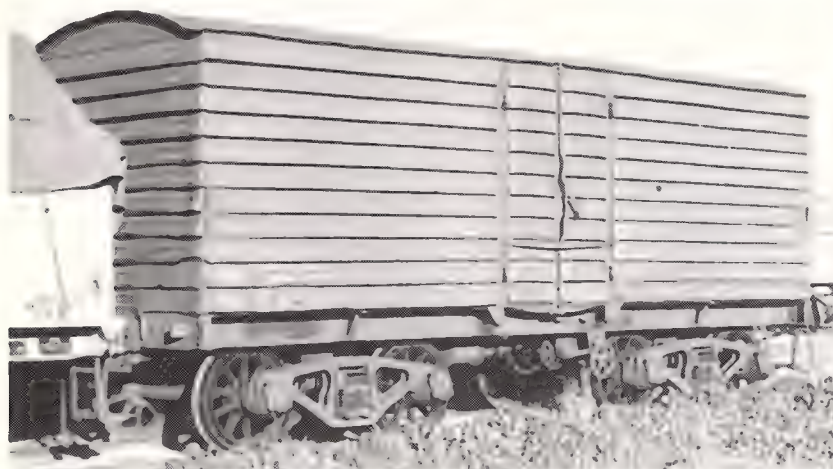
- 1 Peco 15' underframe
- 1 pair Kadee couplers (if desired)
- 10 & 20 thou. styrene sheet
- Solvent MEK (Plastiweld, etc.)
- 1 piece aluminium corrugated iron
- 1 packet self-adhesive labels
- Epoxy glue — 5 minute Araldite



U1120, a long wheelbase van with corrugated iron roof. Photographed by Bob Gallagher in 1975.



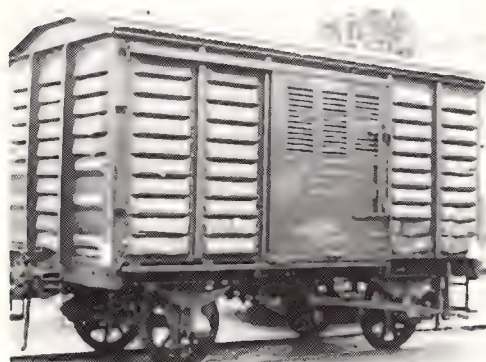
U927, a long wheelbase van with plain iron roof. Photographed at Echuca by Bob Gallagher in 1977.



UB46 at Mildura in 1975. The UB is a bogie version of the 'U' van, the cars often being attached to passenger trains. Photograph by Bob Gallagher.



U1603 a short wheelbase 'U' van. Bob Gallagher photo.



U1714, on the surface, is a simple, short wheelbase 'U' van. The van, however, is quite unusual in that the two doors are different. The photo on the left illustrates the van side and the standard door while the photo on the right illustrates the 'unusual' door. Note also that the struts between the louvres do not extend below the van body, as with U1603. Photographs by Rex Little.



The usual modeller's tools are required for working styrene; these will be referred to as we go on.

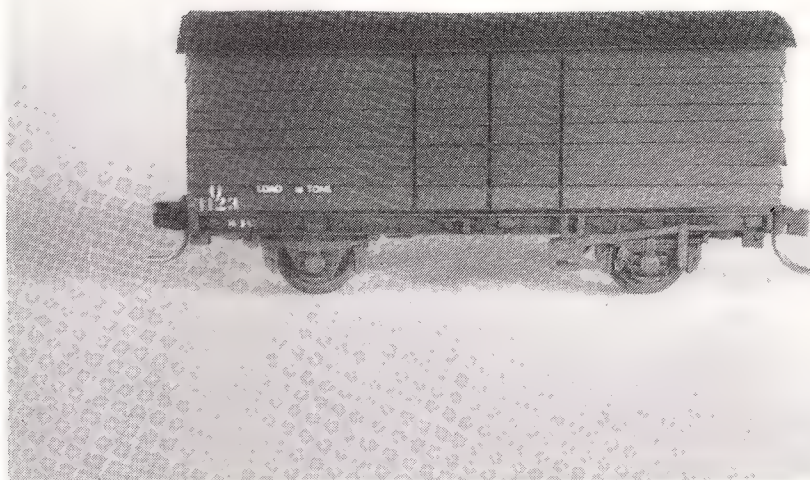
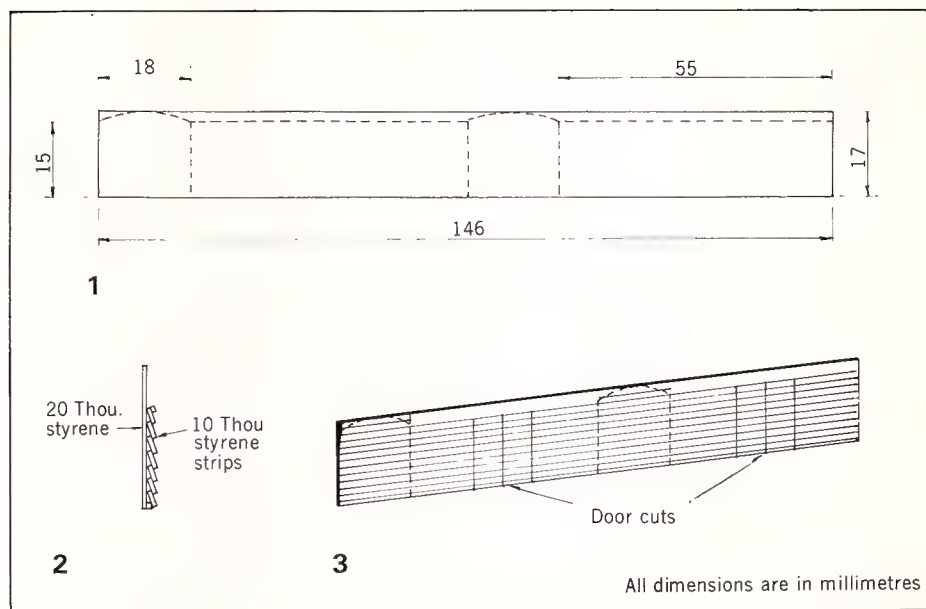
N scale is an interesting scale to work in. In some respects it is very unforgiving. You can measure something on a rule and find it spot-on but there is one device which is even more accurate — the MK1 human eyeball. In other ways it is forgiving, if you keep it simple. Rather than clutter up an N scale item with detail, only include the larger and important details. The result is very pleasing.

Now to the 'U' van. Take a piece of 20 thou. styrene and mark out as in Fig.1, this being the total length of the two sides and two ends. Cut out only the rectangle at this stage; the further cuts come later. Now take a sheet of 10 thou. styrene. Don't believe some hobby shops who tell you it doesn't come any thinner than 20 thou.; it does, just keep hunting. Cut the 10 thou. into 10 strips 146mm long and 2.5mm wide. Then cut two strips the same length but 1.5mm wide. Take one of these thinner strips and glue along the length of the 20 thou. piece, flush with the bottom edge. Next use one of the 10 wider strips and overlap as in Fig.2.

I use a very fine brush for applying the solvent, running it along the top edge of the strip so that any slops will be covered by the next strip. Build up successive strips as shown, making sure solvent is used for the full extent of the strip. After the ninth strip is in place, take the second of the thinner ones and cut two pieces from it, 55mm long; these form the top louvre of the side panels. Continue two more strips on the end panels with a thin strip forming again the top louvre. The whole thing should be set aside to let it dry and set. Now is also a good time for you to walk outside to pat the dog to clear the lungs of those solvent fumes (they can really get you floating).

It's probably best to let things dry for a day because now it's time to cut through those louvres and they should be firmly in place or you are going to have a lap full of lots of little pieces of styrene. First cut in the doors. Mark with a pencil as shown in Fig.3 then, using a razor saw, from the top to bottom (with the grain of the louvres, so to speak), carefully cut through the louvres only until you reach the 20th piece. Clean out the cut with a sharp blade. These cuts form the doors. Now it's time to cut out the sides. But first mark or number each side so that when they go together they are in sequence. This, of course, is how we achieve the matching of louvres at the corners — well, three out of four ain't bad! If you have kept your louvres straight, the fourth corner shouldn't be too bad. Cut from the back of the styrene at an angle of 45° so that the corners can be mitred. Shape the curve of the roof on the ends then cement the four sides together making a box, and from 20 thou. styrene make a floor to fit neatly inside the box. It doesn't hurt to make an identical sized piece to fit in at the top. If this is the case, don't forget to cement a piece of sheet lead inside for weight.

Now take a piece of corrugated aluminium 57mm x 23mm and press it around a former to curve it to shape. I used a broom handle. I have been advised that N scale corrugated iron is



not a feasible proposition to make, so I used HO gauge and was surprised to find it looked quite good. Work the aluminium around the former quite firmly with the fingers until it fits onto the van body. Apply enough epoxy glue to the top of the body to bond the roof without any dribbling out. Allow to dry thoroughly. Now take those self-adhesive labels (had you wondering about those, didn't I) and with a very sharp blade (I use scalpels) cut four strips as thin as possible — about 0.5 — 0.75mm. Make sure you have bought labels that are longer than the van and preferably the type marked permanent adhesive. These strips will form the straps along the roof. Carefully place these in position. I did not have a drawing that showed their exact position so a 'guesstimation' was made. By now your wagon is fairly fragile, but if you've got this far then you're the type of modeller who doesn't throw his models in a box when he packs up for the night.

I cheated and used a Peco 15' underframe. I did attempt making underframes but surrendered after several attempts that were — just indescribable messes. If you use Rapido type couplers then the Peco underframe is already equipped. If you can't buy underframes from your hobby shop, then obtain them from Australian Model Craft, Albury.

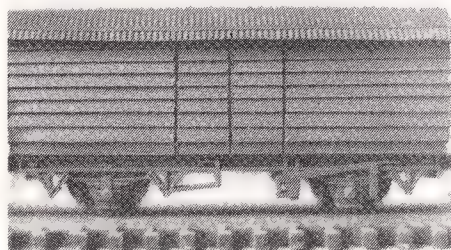
I use Kadee couplers which are quite

simple to install and I think their appearance outweighs the additional cost — and so far it's been a pretty cheap wagon.

Remove the buffers from the underframe and, if fitting Kadees, cut out the whole Rapido coupler pocket, so that the underframe is fixed onto the body in the place where the old coupler was. I used epoxy cement to attach couplers and underframe to the body.

When everything is set and dry, painting can commence. Floquil Tuscan Red is a good base colour. This can have washes of various densities over it according to your weathering preferences. I invested in an air-brush some time ago and find it terrific. When painting, make sure to give the wheels and underframe a coat too. A sheet of Mn'J decals No.029 will provide the necessary lettering. These would have to be the greatest thing for modellers since AMRM. When you're satisfied with the whole thing, a coat of Testor's Dulcoat will provide a good seal. Incidentally, the various coats of paint will help hold those thin roof straps in place. Well, there you have it, your very own 'U' van.

Thanks go to my wife Fran for her encouragement and patience with the mess on the kitchen bench. Also thanks to Matthew for his interest and typing skills on the original manuscript.



ADVERTISING ON VR 'U' VANS

PART 3

Co-ordinated by Phil Jeffery

The continuing saga of the U vans was made easier this year by Alan Bebee who wrote a long letter on the subject.

His letter starts off with some information about Robison Brothers. My list of vans incorrectly spelt the name; the photo shows the correct spelling.

Alan's letter follows on from this correction

... "This heavy engineering company is still in existence and has been trading for many, many years. They were not always located at the address shown on the van. At some time during the 1920s they had their works further 'up' towards the city and it was here at their old works that, amongst other things, a series of tank locomotives were built for suburban passenger duties. Steam was their forte and the move to Lorimer Street was to gain close access to Duke and Orr's dry dock which is now occupied by the barque 'Polly Woodside'. Robison Brothers engaged in marine overhaul and refitting, their machine shop and foundry being geared for this work.

Robison Brothers also held the agency for Marshalls Ltd of Gainsborough, England and were responsible for importing many of their portable engines, traction engines and road rollers into Australia. They also offered a first class back-up maintenance and overhaul on these products, earning a great respect amongst their buyers. Several of their products exist today in the loving care of steam enthusiasts. I understand that there were other manufacturers listed by Robison Brothers.

For the farmer, Robison Bros. will always be synonymous with pumping, with pumps for bore water being a specialised sideline held with the same respect as mentioned before.

Van U1039 is tabulated as Cumming Smith. I understand that they are still in business but now trade under the name of Commonwealth Fertilizers, working from the same site at Yarraville. I feel there is now a link between this concern and ICI (Imperial Chemical Industries). If you can locate a book called 'The Peaks of Lyell' which details much of the history of the Mt. Lyell copper fields and related mining ventures in Western Tasmania, you will find a lot of details of the history of Cumming Smith, along with some marvellous documentation on the railways in this part of Tasmania.

Cumming Smith had a very distinctive mark, being a diamond shape enclosing a sickle held upright. I think you will find that the Sickle Brand Gamalene and Sickle Brand Liquaphene listed without van numbers will in fact prove to be U1039."

Photos of U1039 and the two Sickle Brand lettering schemes are included with this article.

Why the U vans were chosen, and who actually did the painting, are two more questions raised by Alan.

In 1924, when the advertising on vans scheme started, the U van was the main type of closed vehicle on the VR; this would

Continued on page 26.



U1039 was photographed during the 1920s by the Victorian Railways photographer. From the photo, the lettering 'Cumming Smith's' and 'Powder Dip' are either white or silver. 'Dip me! with' and 'improved' are possibly yellow, as is the post behind the sheep. The two shields feature a hand holding a sickle. (VR photo ADV 3)



Another 1920s shot, six wheeled U992 was one of a number photographed at the same time. The legends 'Paints and Varnishes' and 'Keep on Keeping on' seem to be a different colour to the name. (VR photo ADV 2)



This modern photo of U1214 shows how the painter translated the diagram onto the van. Note also the coupling and the different colour on end and roof of the van. (VR photo ADV 1297)

SICKLE BRAND GAMALENE SPECIAL

THE LIQUID DIP FOR ITCHMITE

DRENCH YOUR SHEEP WITH SICKLE BRAND LIQUAPHENE

Sickle Brand was a trademark in use by Cuming Smith's. Perhaps these designs were used by that Company. Notes on the diagrams indicate that two vans carried one of each of the designs on opposite sides.

Heatane-gas

THE DEPENDABLE BOTTLED GAS



Another of our unknowns, this Heatane design would have been easy to spot due to the white van sides. The bottles of gas in the blue flame would be difficult to paint.

HARDY'S INDIGESTION POWDER

FOR ALL STOMACH TROUBLES.

Notes on this Hardy's diagram indicate a reasonably long life of the design. It was amended in May 1954 and this sketch is dated 1959. The lettering is silver on a dark blue background with light blue flashing. Known vans for Hardy's are 1020, 1209, 1416 and 1167.

BLUEBELL CONDENSED MILK

A MAFFRA MILK PRODUCT



A real challenge for painters, this van has silver and yellow lettering along with light blue and red flashes. Note the red spot before the 'A' and also the detail involved in the drawing of the can of milk. Another of our mystery vans.

STIHL CHAIN SAWS

The World's Best

Phil Curnow photographed U1439 at Ouyen on 1/2/71. Its basic colour is described as orange red, which can be created by mixing 7 parts bright red with 4½ parts golden yellow. U1235 also carried the scheme and was noted at Williamstown Pier on 3/1/81 with the outline of the legend outlined in black on red oxide standard colour.

Use "SHIELD" BRAND LUSTROUS PAINT

"LUSTROUS LASTS LONGER"

AGENTS EVERYWHERE • Distributors: E.L. YENCKEN & Co. PTY. LIMITED

A reasonably simple design was chosen in the 1940s for E.L. Yencken & Co. for their lustrous paint design, with red and black lettering on yellow.

GLOSSY - WASHABLE - "QUICK" ENAMEL

DRIES IN FOUR HOURS - 33 GLORIOUS COLOURS - SOLD EVERYWHERE



By comparison, this design for 'Quick' enamel is a mass of colours and complex shapes. The yellow background is much more cream than the 'Lustrous' background. No other details are known.

Continued from page 24.

automatically make it the logical choice for billboard treatment. The horizontal lines formed by the louvres have, in most of the designs, been used to establish the size of the lettering used, and also for location of logos etc.

Regarding the painting itself, finding the signwriters' diagrams at the VR's paintshop at Newport indicates that they probably did do the painting.

Alan's letter concludes ...

"I also recollect being told that APM had a number of four wheeled open trucks lettered 'Australian Paper Mills' in white on the standard railway russet body colour. They must have looked very much like the traditional British private owner coal trucks. I do not know if these APM trucks were GY type or similar, or if the earlier wood planked I trucks were used. My informant claimed to have seen at least two of them during the early 1960s and both in the Maryvale area where APM had a mill.

Another aspect of advertising on trucks which you will doubtless be aware of is the vast fleet of fuel tankers. Many of these carry the oil company's name and it is common practice to bestow a name on each individual tanker — the name being painted on the tank ends. VR fleet numbers and coding letters are also carried. Fuel tankers so adorned are still in daily use. Perhaps a separate study of this aspect of advertising could be undertaken while the practice is still in use and the vehicles available for study and photography".

Thanks for your contribution, Alan.

Can someone advise us all about the APM vehicles?

EDITORS NOTE: Some of the photographs in this article are of poor quality, but have been included in the interest of presenting an illustration of the van side.

Previous articles in this series are:-
Advertising on 'U' Vans — 1
Advertising on 'U' Vans — 2

February 1982
April 1983

MAIL BAG

Continued from page 19.

Contract 5/1977, the extension signed on 12 June 1980 calling for delivery of the first locomotive (i.e. 8031) exactly one year later. It transpired that 8031 was not delivered to the SRA until 12 October 1981, releasing 8011 for transfer from Eveleigh to Parkes (see 'Railway News', Vol.34, No.1, January/February 1982; p.13).

Paul Rogers,
Flynn. 2615.

Sir,

One of the problems of modellers in the country is that of tracking down supplies of required materials for your latest project. I would like to try my hand at casting some items in white metal and would therefore like to locate a supplier of the white metal and rubber moulding material — could you advise if you know anyone suitable?

Let me also heap some praise on the magazine AMRM. I find myself waiting impatiently for each issue. I read the AMRM NEWS and Product reports avidly — MAILBAG seems to have provided a great forum to thrash out loco liveries and has certainly answered queries I had about the C38 class.

C.Prowse,
Cooma. 2630.

Sir,

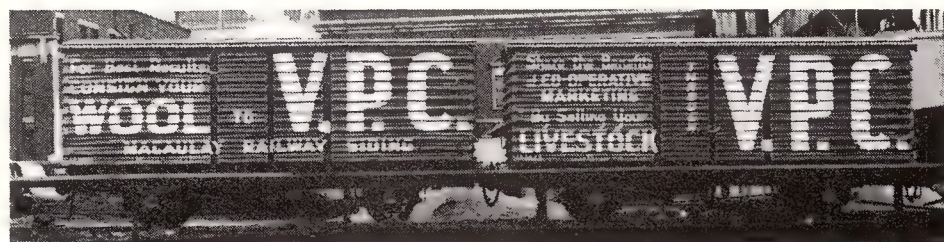
AMRM is to my mind, the best value for money on the rail 'mag' market. You are indispensable to the Aust Rail modeller. The balance of prototype and modelling information puts overseas mags in the shade (except for 'Scale Trains').

Long may you prosper and grow.

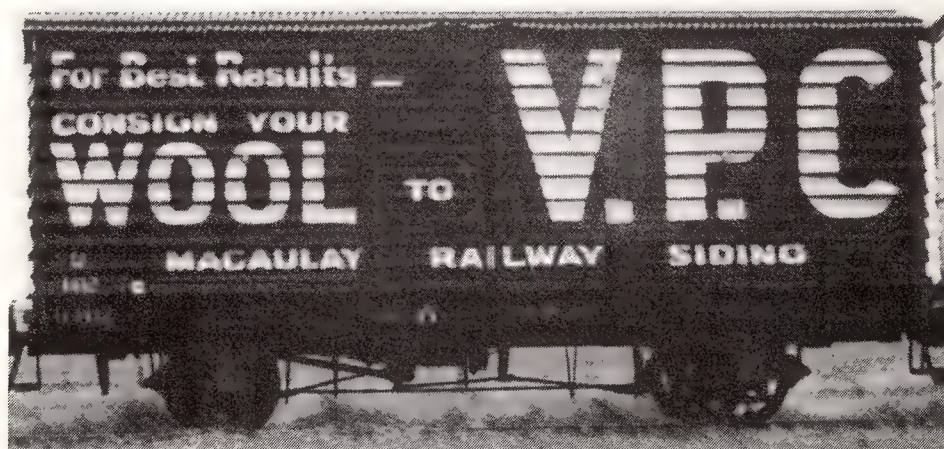
T.Powell,
Semaphore Park. 5019.



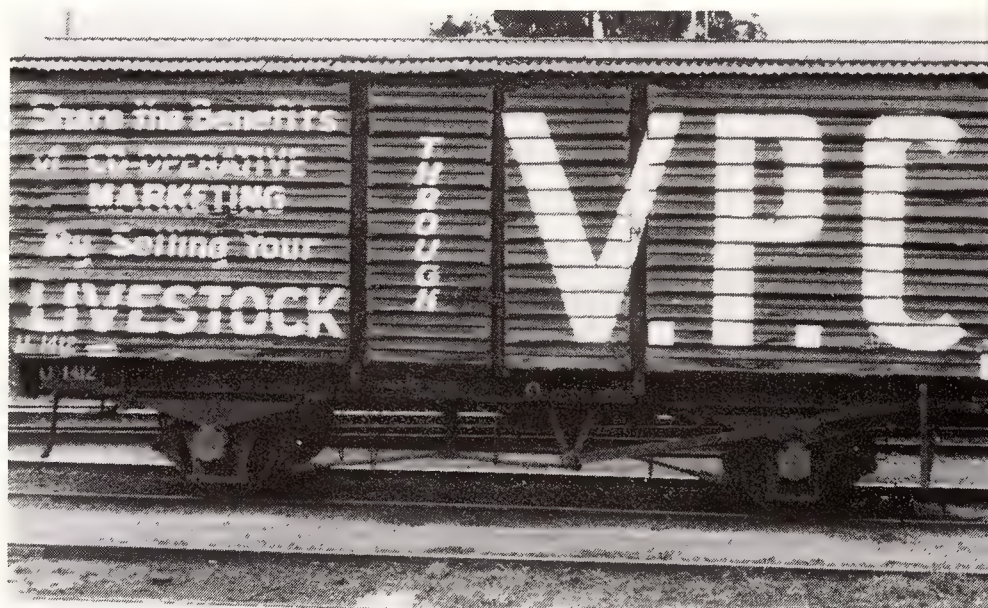
Victorian Producers' Co-op. had at least one van in use in the late 1920s. Compare this van with the next photo. (VR photo ADV 13)



The 1960s saw VPC with two vans, both of which carried a different design on each side. This shot shows them conveniently side by side. Handbrakes of both vehicles are on the other side of vans 1413 and 1441, showing that there was not a correct side for a particular design. (VR photo ADV 1531)



26/10/68 saw U1412 near Hopetown. The basic legend on the van is the same as earlier but the letters now 'fit' onto louvres rather than being one and a bit high. (Photo by Phil Curnow)



The same van, same year, other side, photographed at Ararat. Note that the final dot after VPC is not on the 1968 paint scheme. (Photo by Phil Jeffery)

PUSH UPS

A prototype operation with modelling possibilities. Described by
Bill Roach.

One of the very interesting facets of operation on the N.S.W.G.R. which is rather difficult to model, is the *push-up* — the rear-of-train bank engine. I say 'difficult to model' because before the introduction of commercially available 'carrier control' systems (eg ZERO ONE), you would have had to have a very well thought out electrical block system and a good hand on the throttle — in fact I should think that this operation would be virtually impossible. The introduction by Hornby of the Zero One system should, I think, make this operation rather easy to portray.

For the uninitiated, allow me to digress:

In various parts of the state of N.S.W. there exist geological situations — more commonly known as *hills* — which restrict the size of trains which may pass over them. This results in a wastage of power as, should there be only one such hill in the path of the train, the load of the train would be limited to the capacity of the engine over that one hill. Consequently, for most of the journey, there would be a substantial power wastage.

To alleviate this problem the railway authorities assign a locomotive to the rear of the train for the trip up the hill. When the summit was reached (or the train engine able to pull away from the bank engine), the bank engine, which was not coupled to the train, would shut off and allow the train to continue on its way. The driver of the bank engine would then reverse the engine back to the depot (or loop to await more work), stopping at the station or signal box to return the *bank engine staff*.

The bank engine, in steam days pushed the train with the buffers on the locomotive headstock. In the bank engine days of the diesel era the bank engine pushed the train with an open coupler, something like a *delayed Kadee coupler*. Unfortunately, sometimes the bank engine fell behind the train it was pushing and when it caught up again the couplers coupled, and the bank engine had to stay coupled to the train until the next stopping point, or at least until the bank engine driver was able to gain the attention of the train driver, by constantly blowing the horn.

My experiences in this regard revolve solely around my home town of Narrandera, and indeed I was fortunate enough to have been invited onto the footplate of a *push-up* on more than one occasion. In my day (the very last days of steam) this service was usually provided by a C30T with the odd appearance of a C32 class.

My father, who was a fireman with the NSWGR until the mid 1950's, often relates a story of one of his experiences when he was rostered to push-up duties during a heavy wheat season, and it bears repeating:

The assigned engine was a 'Katie', (D55 class) and the 1200 ton wheat train was headed by tow other standard goods engines. After mutual agreement that 'the time was right' (relayed by an exchange of whistles) the lead engines proceeded to head their charge east out of Narrandera toward Junee — a trip of some 60 miles. The first half mile or so is downhill, across a level crossing and then the attack up the 1 in 50 'Bundigerry Hill' began in earnest. Here the assistance of the bank engine was needed to help get the train up the hill. Unfortunately the Katie was due for an overhaul, and a little slow. The train engines however managed to get the train moving at a fair

rate, too fast for the bank engine in fact, and the train successfully left the bank engine in its wake and it was not until the train had been slowed to a crawl (up the hill) that the Katie was able to catch up and give that much needed assistance.

With the upgrading of rolling stock with automatic couplers and the omission of buffers, this type of working vanished from the Narrandera line until a few years ago. It was then reintroduced but with a significant alteration in its application.

The rear locomotive (invariably a 48 class) is coupled to the train, although I am not sure whether or not that includes the 'air' being connected. Once the summit has been reached the lead engine driver obeys a sign part way down the other side of the grade to stop the train in order to allow the push-up engine to be released. This would seem to be a very logical move and must save costs for the

S.R.A. as they do not have to tie-up an extra diesel unit for a 60 mile trip when it is only required for a couple of miles.

This latter arrangement would doubtless be a great deal easier to model as a block change could be placed between the points where the train engine(s) and bank engine come to rest.

This could be a life-like and interesting addition to your layout.

Editors Note: Unfortunately 'banking in the rear' is no longer permitted on the N.S.W. railway system.

Additional Reading: This subject has been covered in AMRM by other articles.

Steam Behind the Brakevan by Phil Curnow in Issue 87.

Tumulla Bank by Bob Gallagher in Issue 97.

Both issues are still in print and available from the Back Issues Department of SCR Publications.



These two photographs illustrate 4711 pushing up behind in another well known 'helper' area, the Raglan bank. Near Bathurst, the Raglan bank restricts UP trains leaving Bathurst. Photos were taken by Phil Collins in 1978. 4711 was pushing up behind an interstate express.



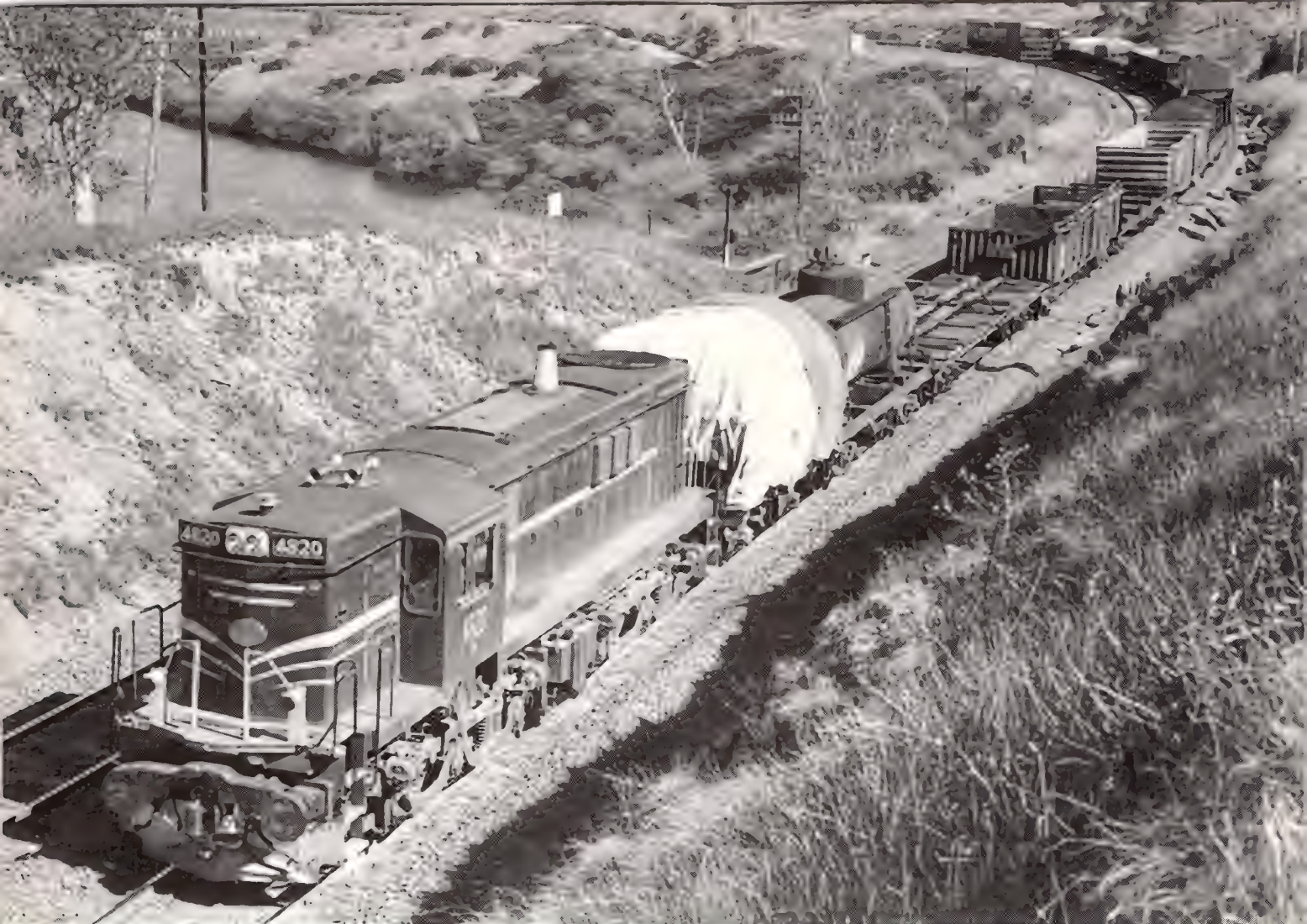


Photo 1. 4820 skirts Mulwaree Ponds near Joppa Junction in April 1977 on an up freight made up of mostly empty steel carrying wagons. Compare this photo to the 1960 photo of 4820 and note the presence and type of exhaust stack and the addition of the Fletner type vent over the toilet cubicle. (Leon Oberg photo)

The DL531 in AUSTRALIA

Compiled by Phil Collins
and Bob Gallagher.

On 27 August 1959, 4801 (the first of the 212 strong DL531 model diesel locomotives) was handed over to its new owners, the NSWGR. Since then the model has been seen in at least 10 different liveries and in almost every State.

This, the first of a two part article, will undertake to supply the information necessary for modellers to fully detail and paint a model of the Goodwin Alco DL531.



Photo 2. This early departmental photo of 4801 shows the position and detail of the staff exchanging mechanism, especially the foot ramp either side of the slide out mechanism. Note also the absence of an exhaust stack. The cover strip on the vertical join of two halves of the short hood — unique to 4801. (SRA of NSW photo)

DL531 is the code for the export version of a 900 hp Alco hood unit that was also used in Brazil, Peru and Pakistan. In Australia, A.E. Goodwin was the licensee for Alco and supplied the NSW with 165, SAR with 44 and Silverton Tramway with three. Since they last entered service, they have changed in detail and in livery. Further, they have wandered far from original metals.

This first article will concern itself with the 165 locomotives supplied to the NSW system as the 48 class.

History

The 48 class entered service on 2 September 1959. 4801 was the first of an order for 20 branch line locomotives of 900 hp. 14 were sent to Werris Creek and six to Casino. The second order was for an additional 10 units (4821-30) and all went to Goulburn, being joined later by 4820. These 11 units have remained at Goulburn whereas the others in the 165 member class have moved around. We will discuss why later in the article. The third order was for 15 units (4831-45) and were originally sent to Junee. These 45 units are known as Mark I or Series I 48 class. All have General Electric (GE) main generators, traction motors and control gear, final horsepower rate being 930 hp.

The fourth order was for 40 units (4846-4885). These units had raised horsepower rating at 950 hp and AEI generators were used. However the GE traction motors were retained. This group were supposed to have larger fuel tanks but this did not eventuate. The tag applied to this group was Mark or Series II. The fifth order (4880-48125) brought the use of all AEI electrical gear, plus the larger fuel tanks and a number of external changes. All units so far, had a pair of dual air horns. Some debate exists as to whether this group is Mark/Series III or whether it refers to 4885-48165. We will call 4880-48125 Series III.

Accordingly, 48126-48165 are Series IV and brought such additions as five chime air horns and some other variations.

The main purpose of this article is to enable modellers to super-detail their 48 class locomotives. Accordingly, we will leave the discussion of the continuing history of the 'friendly 48 class' to some other forum. What follows is hopefully sufficient information for the majority of people who wish to model a particular locomotive or at least series.

Staff Exchangers

All of the first 20 units were fitted with staff exchangers. They proved troublesome and cluttered up the walkway at the short end. They were removed soon after introduction (Photos 2 and 3).

Exhaust Stacks

Four types of exhaust stack have been used on the 48 class. Initially 4801-20 (Photos 2, 6 and 9) had no stack at all. Then a stove pipe style (Photo 3) stack was fitted. It was the same cross section as the exhaust vent shown in the early roof shot (Photo 6) and about 18" tall. These were fitted during 1960 due to fumes entering the cab when running long hood forward, particularly when operating slowly over poorly laid branch lines. A second type appeared (Photo 4) in 1961, probably fitted to 4821-30 and 4831 when built. It was a slightly tapered version of the original. A trial was carried out with 4842 for a short time. Words cannot describe it so refer to the illustration (Diag. 1). It was impracticable and was removed. Meantime, the South Australian Railways were having similar problems and came up with a design which is now the standard design for the 48 class. It was adopted and fitted to NSW all 48 class from sometime in 1960; this is the fourth and final style (Photo 1).



Photo 3. 4818 on the turntable at Casino, December 1960. Still with its staff exchanger and now fitted with a stove pipe exhaust stack. (Ray Love photo)



Photo 4. Barely visible in this 1962 photo of 4831 at Batlow is the intermediate tapered stack. (Ray Love photo)



Photo 5. 48116 on the turntable at Goulburn in November 1976. This photo shows the roof detail of the Mark III and Mark IV units 4887-48165 as well and the battery box on the running board, right hand front side. (Leon Oberg photo).

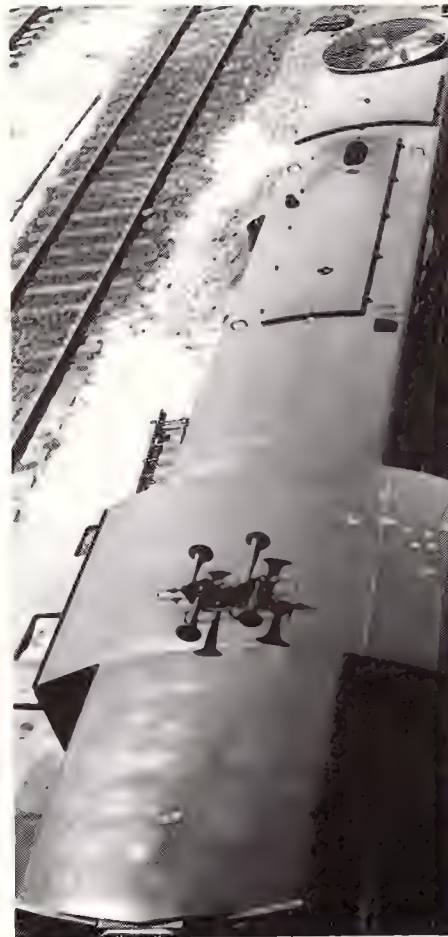


Photo 6. An overhead view of a first order 48 class. Noticeable is the lack of exhaust stack and the details of the air horns. Compare this photo to that of 48116 on the Goulburn turntable. (SRA of NSW photo).

Marker Lamps

There have been three types of marker lamp system fitted to the 48 class. The original single (one either side admittedly) was fitted to 4801-48125. (Refer Photo 5 of 48116 at Goulburn.) The Series IV (Photo 10) units were fitted with a pair of similar lamps (one pair each side). Incidentally, the marker lamps on the Series I and II (Photo 1) are mounted slightly higher than the Series III units. The third type is a modification to the Series I and II lights. This was the fitting of a rectangular box containing the paired (white and red, incidentally) lamps of the Series IV. This type is also fitted now to 44 and 45 classes.

Diaphragm Plate

Two styles have appeared on the 48 class as with all the units introduced in the early days. Originally a flat across the top type (see original Photo 9 of 4820) was fitted to the early units. Later units had a modified type with a bent-up centre section, probably to facilitate working the alternate three link coupler fitted originally. However, our later Photo 1 of 4820 shows the modified style. This exchange is common practice; there was a 49 class with differing styles on either end.

Fuel Tanks (and Battery Boxes)

Units 4801-85 were fitted with a 500 gallon fuel tank which has the two air reservoirs fitted in the curved leading and trailing edge of the tank. The Series III and IV units are fitted with a larger straight edged 700 gallon tanks. This larger tank required resiting of the air reservoirs to inside the short hood where the batteries were originally located. Accordingly, the batteries were relocated to a position on the walkway in front of the driver's position where short hood leading. Access hatches to the batteries were no longer required. Refer photos of 4820 and 48140 (Photos 8 and 9).

Toilet Vents

There seems no consistency with regard to the fitting of a Fletner type vent over the toilet cubicle. Our photos show an original 4820 without and later fitted with one, 48140 with and 48162 without. Only a photo of a particular unit will confirm their presence or not (Photos 1, 5, 8 and 11).

Horns

Units 4801-125 are fitted with a pair of twin air horns (Photo 1); 48126-165 are fitted with a pair of five chime air horns (Photo 11). There are some interesting stories relating to the various colours used to paint the air horns when the units are overhauled; maybe we can



Photo 7. 4869 doubles 4863 into Locksley in March 1974. Note the absence of handrails when the staff exchanger was fitted in the first 20 units. Also two types of filter vents are illustrated, flush/screened on 4869 and box/louved on 4863. (Leon Oberg photo)



Photo 8. A fine low angle shot of 48140. Note the large fuel tank, battery box, toilet vent, five chime horns and screened box type hood vents. Leon Oberg took this photo at Joppa Junction in the winter of 1980.



Photo 9. In early 1960 4820 poses outside Delec soon after delivery. Even in black and white the lining and paint scheme is well defined. This photo shows that all of the first order were delivered without exhaust stacks. (SRA of NSW photo)

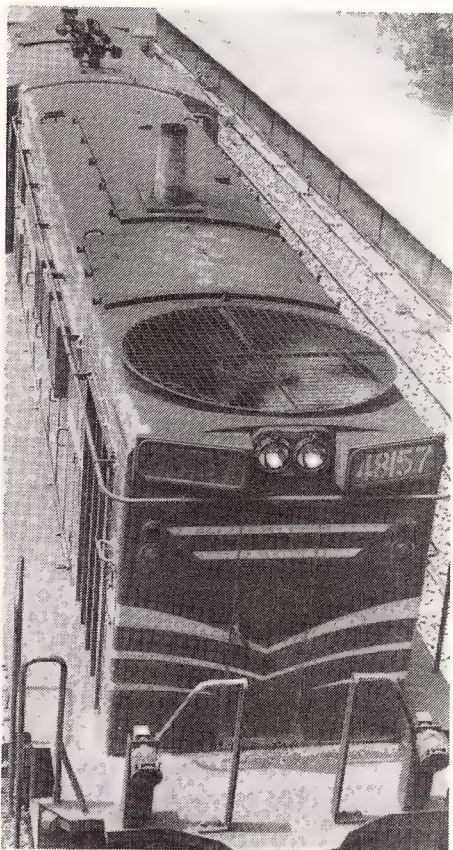


Photo 10. This photo of 48157 illustrates the roof line of the No.2 end of last series 48. Note the layout of the roof hatches and the twin marker lamps. Graham Ball took the photo in late 1983, hence the missing 'builders plate' from the end.

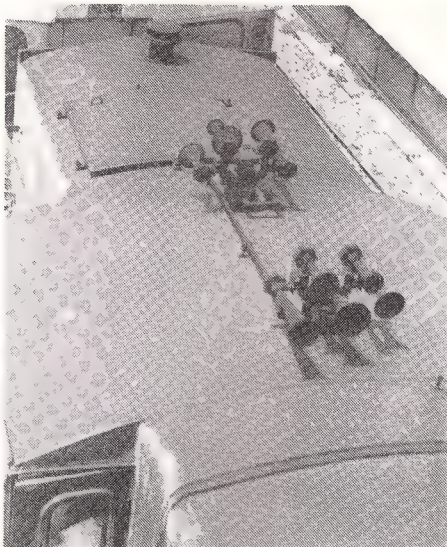


Photo 11. The five chime horns and toilet ventilator feature in this photograph of 48157. (G.Ball)

do an article on it someday. This aspect can be observe this on newly outshopped branch line units.

Engine Room Air Filter

Four types of filters are used on the 48 class. Flush mounted screened vents (4869) (Photo 7), external box type fitted with screens (4820) (Photo 9) and fitted with louvres (4863) (Photo 7). Further there is a flush version with louvres not illustrated in this article, an example being 4853.

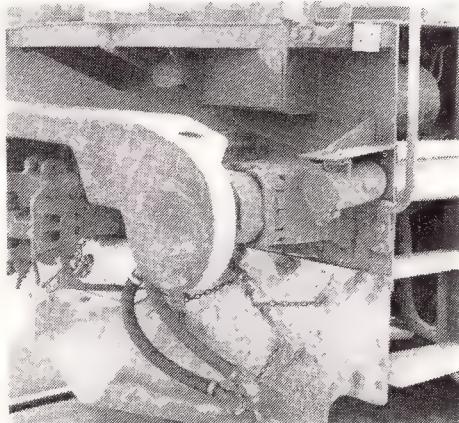
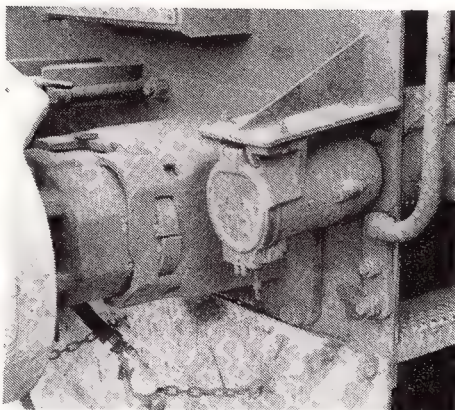


Photo 12. These two photographs of 4829 illustrate the electrical heating socket mounted on the skirt of the pilot alongside the buffing plate. The electrical power is transferred from the locomotive to the passenger cars via jumper leads. (G.Ball 24/12/83).



Roof Hatches

The series III and IV units have a different arrangement of roof hatches to the earlier units. (Photos 5 and 6).

Body Details

There are numerous little detail variances on such components as louvres on short hood, jacking points, etc. To describe all of these in detail would require an article in itself. However, we have summarised the material in the form of diagrams. By referring to these diagrams and photographs of specific locomotives the detail variances will be noticeable.

Electrical Heating

With the demise of steam the Cooma Mai was converted to electrical heating using the output of the main generator of the train engine. A number of 44 class and the Goulburn based 48 class were fitted with special plugs on the pilot apron, behind the buffing plate. An illustration of this can be found in Photo ?. Power is supplied from these plugs to the cars via jumper leads. The

Painting

The 48 class have appeared in three colour schemes plus the special scheme for 4836. The original colour scheme, as illustrated by the photo of 4845, consisted of Indian Red body and black underframe, fuel tank, bogies and diaphragm plate. Silver was applied to the exhaust stack and end railings and MU receptacles, also the lower half of the pilot. The upper half of the pilot was painted bright red. Lining, in chrome yellow, consisted of three pairs of whiskers on the hood ends with the top one extending the entire length of the hood, excluding the cabs. On each end above the whiskers were two parallel lines. Numbers on the side of the cab were in yellow.

The illuminated number box on the ends were black with white numbers. The steps were painted silver and the airhorns were mostly painted red and silver. However many variations occurred both internally and externally. Incidentally, the method of painting the yellow lining on the ends was to paint the entire hood area yellow, mask the lines, then overspray red. This can sometimes be seen on very battered paintwork.

The only major or consistent change to this scheme was the painting of the pilot silver all over, carried out by various depots at minor overhauls. A number of locomotives, listed at the end of the text, had their cab roofs painted silver to reflect the heat of the Western sun. A Magpie frequently adorned the cabside of the 48 class allotted to Werris Creek, something to do with a local football team maybe. The last change came in the early 1980s when, at the request of shunters, the edges of the diaphragm plates were painted yellow to assist in safety.

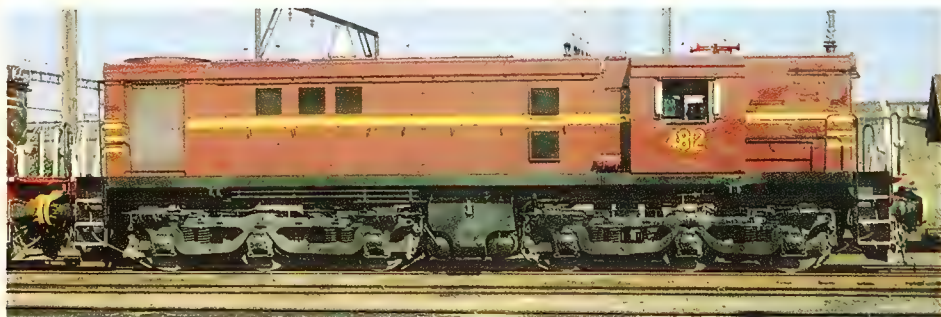
The first major change to the paint scheme of the 48 class came in December 1981 when



The above two photographs, illustrate the lettering on 4836, as applied for the 125 anniversary.



The original livery applied to the 48 class is illustrated by 4845 hauling a Victorian fashion train at Redfern. (G.Ball photo, 8/66)



In the late 1970s a new hue of Indian Red was applied to the NSW diesels as seen on 4812 at Delec. (W.Kerr photo)



4809 in what is known as the 'reverse' colour scheme. (G.Ball photo, 5/83)



To celebrate 125 years of rail services, Cardiff shops decorated 4836 in a green and gold commemorative scheme. (K.Knapp photo at Lithgow, July 1982)



The Maggie on the cabside of a 48 class indicates it was on the Werris Creek allotment. This photograph of 4850 also shows excellent weathering of the bogies, together with yellow throated air horns. (B.Freeman photo, 9/79)

48 CLASS ON PARADE



48121 shows the silver roof version of the



48117, the only 'Candy Stripe' vers



This photo of 48106, 4856 and 48114 illustrates three of the liveries applied to the 48 class. The location is Menangle. (G.Ball photo, 8/83)



'Candy Stripe' scheme. (W.Kerr photo, 11/82)



4808 illustrates the new SRA corporate colours, alias 'Candy Stripe', with the now standard red roof. (W.Kerr photo, 3/83)



with a grey roof. (W.Kerr photo, 3/83)



The only 'Candy Stripe' 48 class to have a white roof was 4833, shown here with a dirty roof. (W.Kerr photo, 4/83)

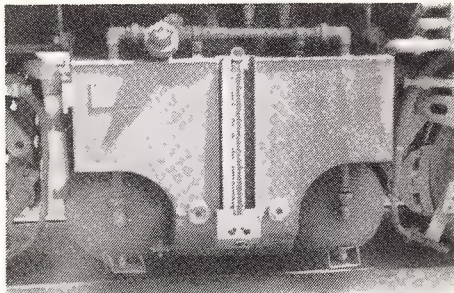
48109 was issued to traffic in what is known as the 'reverse' colour scheme. The body is Deep Indian Red all over, with a single yellow line along the top of the underframe. The yellow ends taper back on the sides of the short hood but finish abruptly on the long hood. The red lining on the yellow is similar to the original yellow lining on the 442 class. Otherwise, the painting of the underframe, pilots, etc. is the same (refer photo of 4809).

4836 was painted in a commemorative green and gold colour scheme and released to traffic on 24 September 1980. The reason was the 125th Anniversary of rail services in NSW. The photographs on the cover and in the centre spread illustrate this adequately.

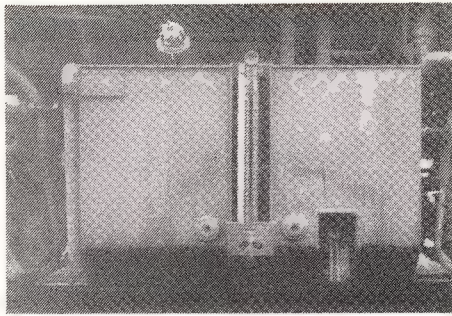
On 2 September 1982 the first 48 class, 48103, in the new SRA corporate image was released to traffic. This new colour scheme was still in its developmental stage in 1982 and the hood roof colour varied on a number of units until it was decided to give the roof the same red colour as the body. The roof colours are summarised in the accompanying tables.

This new colour scheme has been given many names, the most popular being 'Candy Stripe'. Basically, it is bright red body, with yellow and orange lines along the bottom, white lining on the running board edge, plus white handrails. The pilots are black with a silver lower half as usual. The buffing plates are black, edged in yellow. Silver is applied to the exhaust stack.

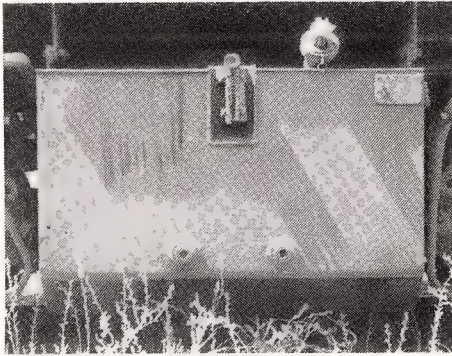
Lastly, one should note that the stainless steel crest on the front of the short hood is being removed as this new colour scheme is applied.



Above. The early style of fuel tank, with air reservoirs mounted each side.



Right. These two photographs illustrate both sides of the latter style fuel tanks. The full length fuel gauge is only mounted on one side (drivers side, short end leading), while a short 'filling' gauge is mounted on the other side. It should be noted that the style fuel tanks are similarly fitted with differing fuel gauges. Both tanks can be filled from either side. (G.Ball 24/12/83).



Summary

Clearly, we have not covered everything. If you can add constructively to this article please write to us, preferably including photographic illustrations, and we will attempt to complete the story if necessary. Modellers are directed to the excellent HO scale plan of the 48 class published by Data Sheets and available in hobby shops.

The next article will cover the SAR/ANR/AN 830 class and Silverton locomotives. Publication is planned for the August 1984 issue of AMRM.

Acknowledgements

This article has been sub-edited by Phil Collins and Bob Gallagher, with information supplied by Graham Ball, Graham Cotterall, Bill Kerr, Ray Love, Ron Preston, Ian Thorpe, P.Kuhn, Robert Clarke, Bruce Freeman, Peter Hall, Robert Merchant, and Trevor Moore. ■

SUMMARY OF THE NEW SRA COLOUR SCHEME — 48 CLASS

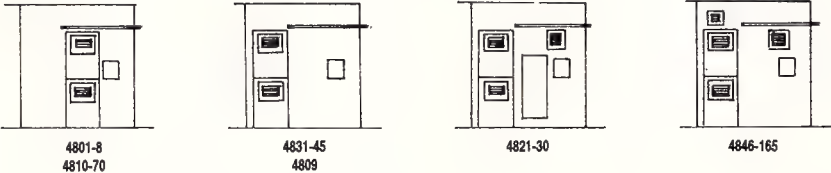
Loco No.	Colour of Roof			
	Silver	Red	White	Grey
48103	•			
4845		•		
48107	•			
48125	•			
48121	•			
4833			•	
48117				•
48126		•		
4808		•		
48110		•		
48119		•		

Subsequently all were given the red roof, the numbers being: 4875, 48122, 4874, 48108, 48106, 48127, 48128 and 4801 (at time of article preparation.)

48 Class — Detail Variation

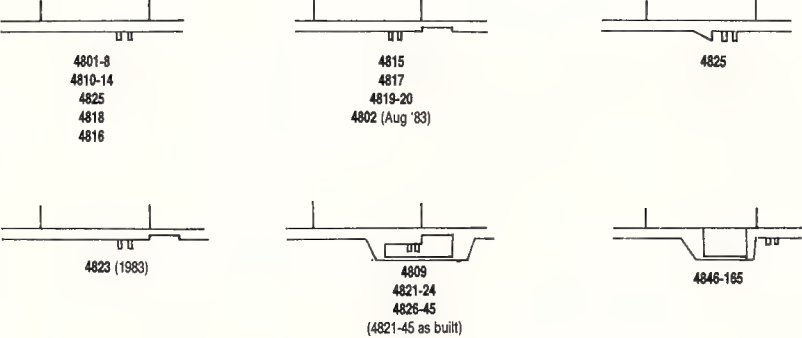
Diag. 2.

Short Hood, Observers Side



Diag. 3.

Underframes (late 1970s-80s) Observers side (short hood to right)



Diag. 4.

Underframes drivers side (short hood to left)



48 Class — Reverse Colour Scheme

48109	4831	48116
4809	48105	
4825	48111	
4826	48112	
4828	48113	
4829	48114	

48 Class with Magpie Motif

4849	4845	4859	4874
4850	4855	4867	4875

48 Class — Silver Cab Roof, Original Colour Scheme

4833	4852	4862	4858
4867	4847	4859	4863
4866	4869		

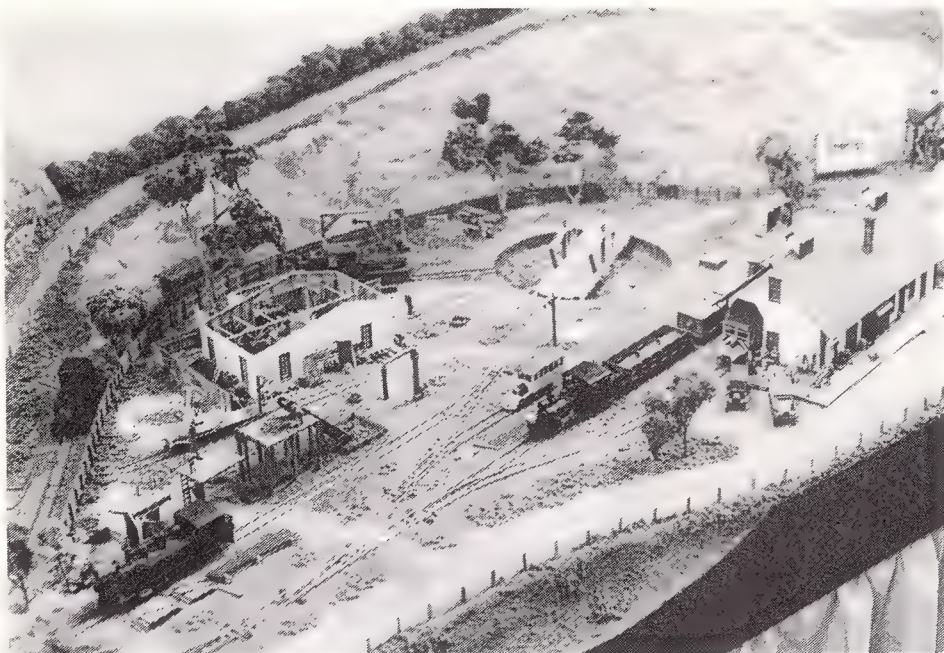
Colours

Original	— Indian Red
From late 70s	— Deep Indian Red (B5144)
incl. reverse	
SRA	— Bright Red, Dulux 393-34828
	Traffic Yellow, Dulux 393-03635
	Pure Orange, Dulux 393-31972
	Sea Grey
	Industrial Silver

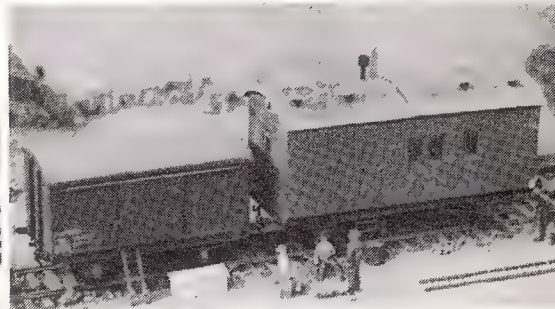
EDITORS NOTE: A number of the photographs included in this article could not be considered 'top' quality, however they have been included to illustrate a specific detail aspect on the 48 class.

More photographs next page.

CROYDON (Victoria) — 1983



This highly detailed station and loco depot scene is another modular from the Croydon Narrow Gauge Group's layout. The mainline curves around behind the fence to focus attention on the foreground detail. (Peter Eisenhut photo)



John McCallum is the builder of this gangers' camp scene. The atmosphere it creates in a simple diorama cannot be fully appreciated in a photograph. This model was judged best overall in the Open Competition at the exhibition. (Peter Eisenhut photo)

On 27 and 28 August 1983, the newly formed Croydon Model Railway Club held its first exhibition. Upon entering the hall, one was presented with a display of the V.R.'s scale models including a T class diesel in the new V/Line scheme.

The commercial side of the hobby was presented on seven of the stands. Broad Gauge Models, F&G, Kato and Tempest showed off their own products, whilst the Branchline Model Railway and Wayside Stamps & Hobbies showed a range of imported and local products available through retail outlets.

Railroader Hobbies, the other commercial stand, specialises in maintenance and repair of old Hornby locos. As a demonstration of what can be done, a number of older Hornby locos were built completely from spares during the exhibition.

The Glen Waverley and Southern Cross Model Railway Clubs both presented their layouts to demonstrate the activities of their members. Glen Waverley had an American theme mainline and branch with an operational turntable. Southern Cross, by comparison, presented Australian railways, using equipment which is commercially available through local hobby shops.

The Croydon Narrow Gauge Group brought out their modular HOn2½ layout for its second public showing. The lessons learnt at the Camberwell exhibition have been kept in mind and they had all of the detail bits in action and plenty of trains running on the mainline.

Members of the Croydon MRC provided the rest of the layouts, one of the more noticeable ones being the HOn2½ Fingerbone Deadwood and Lizard Creek Railroad. This is a small layout with a lot of detail in a small area. Extensive use of American kits with pounds (or kilos) of castings and details makes full appraisal of the layout a time consuming task.

British OO scale commercial equipment was displayed on the South Westford Junction layout, whilst an American theme was used on the large Southern States layout. This stand had four mainline loops in constant use.

As an exercise to show what can be done with other people's discards, a layout had been constructed using vintage Triang equipment.

N gauge was involved in three layouts, two of which were built by junior members of the club. One of these was built from the baseboard up by the juniors during the course of the exhibition.

The main thing about this exhibition was the obviously friendly atmosphere. People behind all the barriers were very willing to talk to any visitor who even looked as though they might have a question.

A good first exhibition for a club which was not quite a year old at the time.

Phil Jeffery

Reverse Livery — 48 Class.

Although AMRM is preparing a special article on the reverse livery of the 48 Class, a few photographs are included. It should be

noted that the application of the 'reverse livery' varied between locomotives, and these photographs show just a few of the variations observed.



A good illustration of the 'reverse livery' is

shown above by 4825 as it appeared following its May 1982 general overhaul at Cardiff. Note that the application of the yellow paint on the short hood extends under the top hand rail. Section of the handrail is also painted to match the contour of the 'reverse livery'. (Leon Oberg)



This photograph of 4829 illustrates a further variation of the yellow livery, particularly in the point that all of the top handrail is painted yellow. Note that the footplate is also painted yellow. (Leon Oberg)



This photo of the short hood of 48118 illustrates a number of points. Note that the yellow livery does not extend under the top hand rail, although it appears that the handrail is painted yellow. As the batteries are positioned in the boxes on the footplate there is an absence of access hatches in the short hood. The actual positioning of the reverse livery can be observed from this photo. (G. Ball 24/12/83)

VARIATIONS of an FO

by Eddie Garde

This story started several years ago when a good friend of mine, Neil Cram, passed a hint that an interesting type of a 'one off' model to make would be a Racing Greyhound car as per the photograph in Len Clark's book 'Passenger Cars of the NSWGR'. I thought about it, looked around for some standard models that may be suitable for alteration and came up with a Rivarossi No.2994 'Virginia and Truckee' Coach Car. The sides of these cars are identical to the FO, having Vee jointed boarding under the windows but are a few windows shorter than the FO. So I purchased two of these cars and set to work to build two greyhound cars.

Whilst I was looking around to get the bits to make the cars, Neil got hold of a plan for Rail Motor No.2 and said "Put that away and think about it". The greyhound car was made up by cutting a side out of the Rivarossi car and part of a side out of the other car and joining them up to obtain the required length. A new floor was made and a whole new dog box side was built up out of flat styrene of various thicknesses. The photo in 'Passenger Cars' shows a smooth side under the sill on the dog side but I scratched in Vee jointed boards into the styrene to match up with the boarded window side and cut in the louvres as shown.

The ends were cut out of the Rivarossi car and fitted to the new car, including filling in the end windows with styrene. The roof was made of timber, the end railings of fine wire, the buffers and roof vents are flat headed nails. The battery boxes were Friedmont castings that had been hanging around for a couple of years. The cars were painted a type of Tuscan Red, the Russet colour was Testor's 'Flat Army Olive' No.1165 (which seemed to go darker when painted over in clear), the roof was Floquil Depot Buff and the lining yellow 'Chartpak' tape. Underneath was dark grey and the PMH bogies painted black.

During this time I had purchased a Stephen Johnson X200 Rail Tractor epoxy kit and a SPUD to power it. I was also interested in building the bogie prison van as in the Rail Transport Museum and had purchased some 7'0" Prototype 2AD plastic bogies for that model and had purchased and built some CAMCO four wheel sheep and cattle wagons and finally purchased the CAMCO FO coach for building when I had the chance.

Just prior to Christmas last year (1982), I was going through my file when I came across the Rail Motor No.2 plan which had been filed away some two years before and then it hit me — I had all the ingredients to build the Rail Motor, i.e. CAMCO FO, bogies, SPUD, off-cuts not thrown away from building the greyhound car and the oversize buffers off the CAMCO sheep and cattle wagons. When I had calmed down, I realised that the SPUD for the X200 had 26mm wheel centres so I had to get another one at 24.5mm centres to suit the 7'0" bogie wheel base of the rail motor. I then had something to do over the Christmas/New Year period.

In the meantime, I had purchased the book



The dog side of the greyhound car. This model has been painted in the red and russet livery.



*'Kathleen' — Rail Motor No.2.
A modified Camco FO painted in the NSWGR red livery, lined in chrome.*



CCA car painted in red with chrome lining.

'Pansy, the Camden Tram' and it was full of photos of CCAs AND it had a plan of a CCA in it. There is also a photo of a louvred milk van, but more of that later. A trip was then organised to RTM at Thirlmere to get measurements and detailed photos of the end of the CCA to get it right. If you are still with me and wish to build these variations on the FO, then read on.

Racing Greyhound Car

As I scratchbuilt my model, this description would be the way I would go about altering the

CAMCO FO. Looking at the drawing, cut away the whole of one side from the kit body, right down to the underside of the floor, but on the ends leave the little rounded section in which to fix the vertical handrails. Build up the replacement side, as I did on the scratchbuilt model, by starting with a flat sheet of 40 thou. styrene, gluing on the two 10 thou. layers for the headboards and smaller strips to build up the sill to match the sill on the other side. Set out and mark the louvre positions, which appear to be the same positions where the windows used to be and then, with a sharp



The handlers side of the greyhound car.



Railmotor 'Kathleen'



This view of the model CCA illustrates the enclosed end view.

knife, very carefully cut the louvers into the styrene side. When finished, glue in the replacement side to complete the body. (If you cut out the full side and not half the side at sill level, you will then have spare material to make the Rail Motor No.2 if you wish.)

Fill in the windows on the platform ends. Casula Hobbies at Liverpool now have a Battery Box and Circuit Board Set for underfloor detailing so I suggest you get a set instead of making them up, but I feel the set should contain three battery boxes instead of two.

The photo in 'Passenger Cars' shows smooth panelling under the sill on the dog side but I do not know what is on the other side. I suppose you could leave the kit as is or file off the battens to make it smooth — I'll leave it to you. Build up the rest of the model as per the CAMCO instructions, paint, fix the glazing to the windows after painting to save masking etc., fix the roof, line and number.

Rail Motor No.2 'Kathleen'

'Kathleen' had a semi-elliptical roof but the kit is a Mansard roof, so the kit roof has to be

built up. This is done by taking the roof moulding and building up the flat sloping sides, as per the drawing, with automotive body filler and, when dry, sand to shape. You may find, as I did, that it may take a few applications of filler as, when it was sanded back, there was always a small spot that had been missed. (Casula Hobbies have indicated to me that they may be making a semi-elliptical roof for the FO so check, it may be available by the time this article appears.)

Build out the edge of the roof on the ends with a strip of 10 thou. styrene. (I found the length of the roof to be a little short after building up the driver's cabin off the end of the platform.) Fix a thick (say 60 thou.) piece of styrene in the roof at each end near the bogie centres to provide screw fixing of the roof so that it can be removed to gain access to the SPUD. The body will now have to have the battens, under the sill line, filed off flush and the vertical Vee jointed boarding cut and scratched in with a knife, pointed triangular file or whatever.

The sides left over from the greyhound car can now be cut to size for the sides of the driver's cabin and also be scribed under the sill and glued into place. Cut and scribe a piece of flat styrene or surplus body side and fix to the lower front of the driver's cabin and also fix some clear styrene above it for the driver's window, being careful not to get glue on the clear plastic. Fit headboard and cover battens etc. out of 10 thou. styrene.

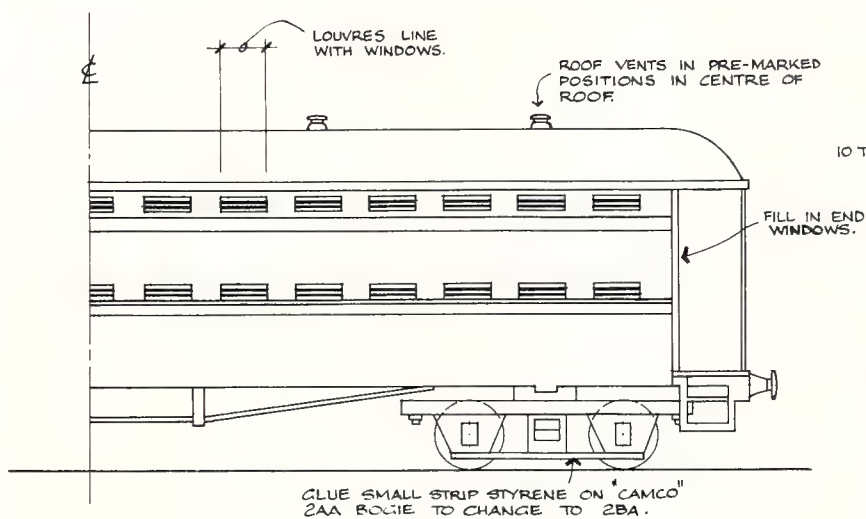
Cut the sides off one plastic bogie and glue and screw fix to the sides of the SPUD, check out a hole in the floor and install the SPUD and fixing brackets to suit and make sure the SPUD can turn properly. You may have to file little pieces off the SPUD to gain the necessary clearances. Fix other bogies. Build up engine, gear box, etc. from scrap pieces of styrene and fix into place under floor. Make up some little timber jigs and solder up the fancy wire railings for the ends and also for the cow catchers. The cow catchers are then fixed through the hole allowed in the moulding for fixing the Kadee coupler. The little round tank and pipe running just below floor level on one side (I assume one side only?) may have been the means of reversing the engine by air and this was made on the model out of wire for the pipe and a small piece of knitting needle for the tank.

I did not fit couplers to this model. Although the original did have a trailer (a converted HG goods brakevan), it appeared to have had its hands full just pulling itself along, let alone a trailer, so I just fitted some small etched brass coupling hooks. After masking the driver's cabin windows inside and outside, the model was then painted (the first time I've used a spray on a model) Tuscan for the body, Depot Buff for the roof and Weathered Black underneath. The underneath was done by hand to save time in masking. The black around the roof edge is Indian ink, the Rail Motor No.2 decal is RTM's with each letter cut and individually fixed closer together, the SMOKING sign is done by hand and the line under the sill is yellow Chartpak tape. The whole lot is then sprayed with a clear flat finish, the masking removed from the driver's windows, the main windows glazed, the roof screwed on and away she goes.

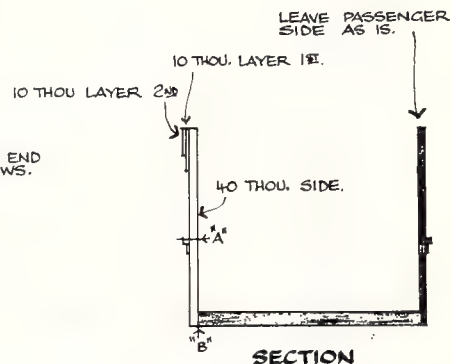
If you can get hold of the Australian Railway Historical Society's Bulletin No.356, June 1967, it will help.

CCA Composite Car

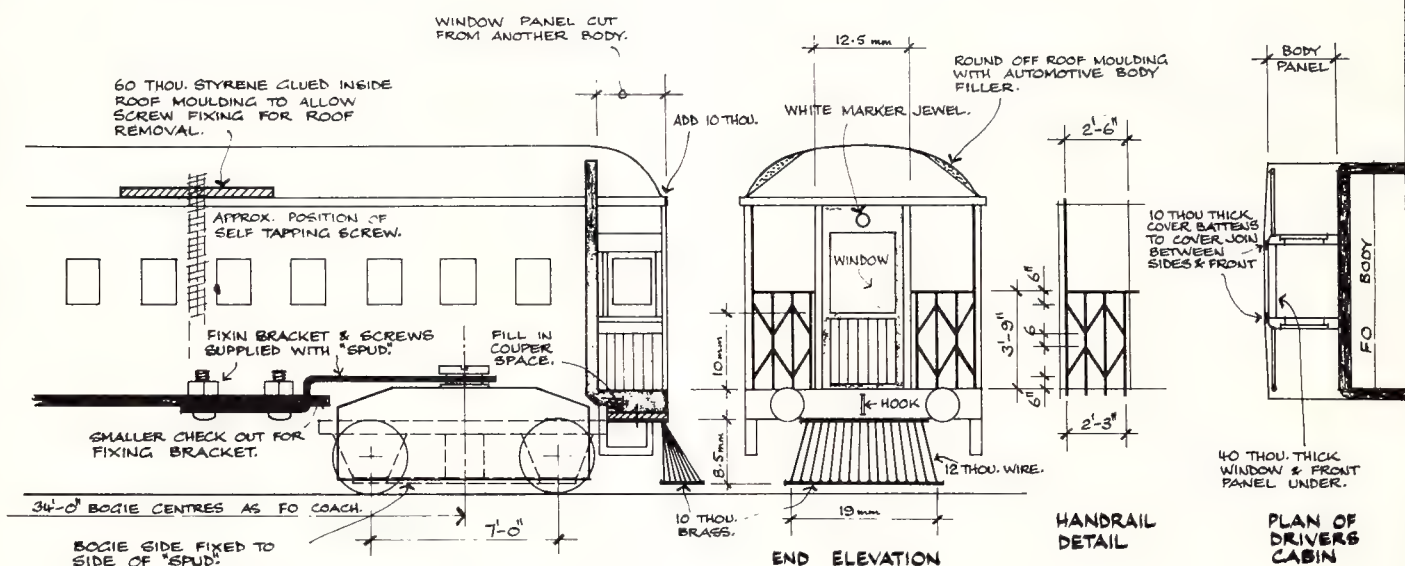
This took a little bit of working out as the



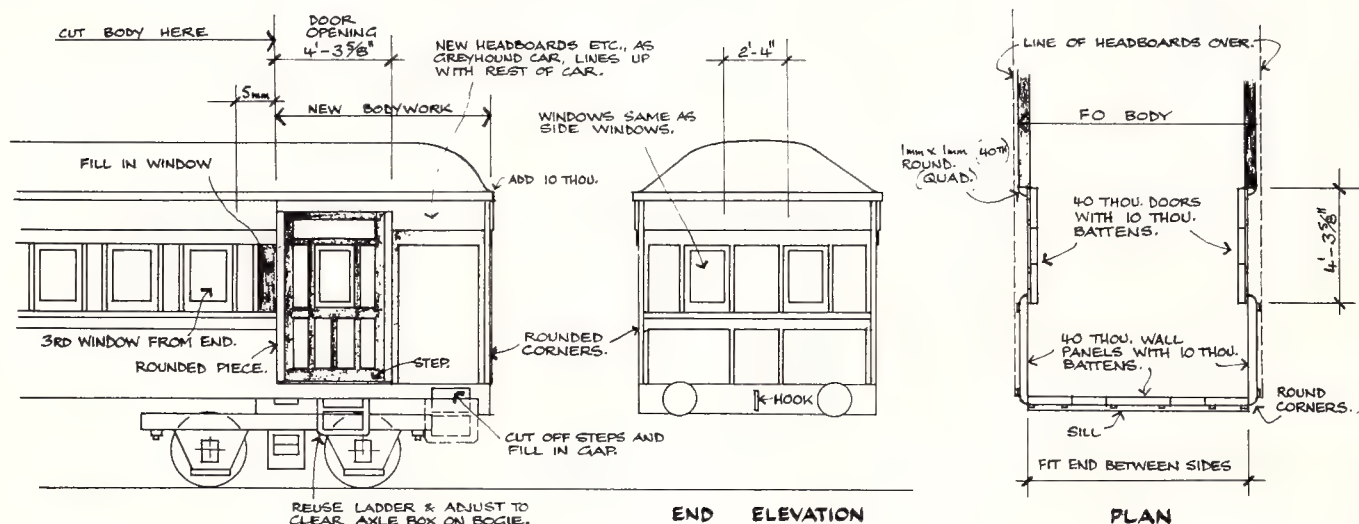
RACING GREYHOUND CAR



- * NEW DOG SIDE, BUILD UP NEW SIDE AS —
 A. CUT OFF WINDOW ABOVE BILL LEVEL, FILE OFF BATTENS UNDER BILL.
 OR
 B. CUT OUT WHOLE OF SIDE AND BUILD UP WHOLE NEW SIDE.



RAIL MOTOR No. 2 "KATHLEEN"
 CAR No. 1864.



CCA COMPOSITE BRANCH LINE CAR
 CAR No. 1273.

E. GARDE, JULY, 1983.

photos in the book show a lot of panelling types and painted roof combinations. This model is based on the one in the RTM as it suits the panelling of the CAMCO kit. When I got the measurements, I then knew exactly where to cut off the end of the body, but not the floor.

Refer to the drawing and cut away the sides and end off one end of the body, 5mm away from the window frame as shown, down to the floor level. The new body sections were built up similar to the greyhound side by starting with 40 thou. styrene, marking and cutting out the windows and building up the panelling, headboards, doors etc. with 10 thou. strips of styrene, as shown in the drawing.

Two models were built by me, making the construction of the new parts more exact by building up the ends on one piece of styrene and cutting in half when finished, four ends for the side ends (two left hand and two right hand) and four doors, all on one piece, then cut into individual pieces when finished and glue into their various positions as shown in the plan view on the drawing. The internal partitions are fitted where shown in the book and also the roof vents in the proper places by drilling additional holds in the roof moulding. Sticky epoxy battery boxed were used, but now the battery box kit is available to simplify things, only I reckon a small sketch should come with the kit to show where all the parts go. The partitions inside were hand painted a creamy colour, the outside Tuscan and Chartpak yellow line and the roof Silver and Depot Buff as per the kit instructions. Glaze the windows and then fix the roof after clear finishing the body. Incidentally, one of the FO numbers on the decal included in the kit (1273) is the number of the CCA at Thirlmere. An etched hook is fitted to the end as it is intended that this end will always run at the rear of the train.

An offshoot of this project was the milk van photo in 'Pansy'. This is a simple model to make out of a Lima four wheeled louvered van.

File vertical grooves in the ribs on the ends and fit 1mm x 1mm square pieces of styrene. Swap the disc wheels over for spoked wheels. Take the roof off and cut the ventilation holes all round the bottom of the wagon side and ends, clean up the inside of the holes and refix the roof. Glue battens over this roof and then fix a second roof of corrugated iron over the top. Glue 10 thou. signboards on the side for the signs, paint and signwrite. So there it is; if you have a 20 class loco (I haven't) you then have a typical Camden train (tram?).

Conclusion

Of this article at least. With these good kits, there is now no need to be near enough but the opportunity is there to get it right. There is a lot of scope in using the basic CAMCO FO kit



Farmers & Dairymans Milk Coy Ltd No.4, built from a LIMA louver van.

Photographs by the author.

Goods door and part van end of CCA car.



to make the special cars etc. that you require, which were based on the common FO body.

I have just finished building a full train load of carriages, being the first 'Caves Express'. There appears to be only one photo available of this early train and a photo of a typical car also appears in 'Passenger Cars'. Additional cover battens have been added to the standard body, the roof rounded off as the Rail Motor (and lengthened) and a vestibule and side doors built out onto the end platform except the very ends of the train which still had the open platform with a special railing and gate.

P.S.

Another simple model to make is the Baby Health Centre Car No.2, on page 125 of 'Passenger Cars'. This model was prompted by the Medical Service Car article in the August 1983 AMRM. Some 60 thou. styrene was cut and shaped over the windows for the covers over the side blinds, the end platform windows and side windows as in the photograph (also assumed on the opposite side) were filled in and a 10 thou. styrene signboard glued on both sides. Only two roof vents were used and the end railings and brake tanks etc., as included in the kit, were added on.

Mask the inside of the open windows, if spraying, to prevent spraying the

white/cream? colour on the inside of the body. The model was painted then glazed, with tissue paper being sandwiched between two layers of 10 thou. clear plastic to simulate blinds, glued in with 5 minute epoxy before fixing the roof. The trim and side sign background is green. ■

CAN YOU HELP?

We are interested in preparing an article on NSW FMW/NRWF class refrigerated meat wagons (nos.23201-23211) and welcome any sightings from readers which would identify the code and colour currently carried by any vehicle in this series.

We would also appreciate receiving information on the NSW TSE-class pipe carriers (nos.16051-16054) in use during the mid-1970s. Can anyone confirm, for instance, their colour scheme as being the PTC blue livery? Photographs of these vehicles would also be appreciated.

Information is also required in respect of the following brake vans:

- KHG/NVKF Goods Brake Vans — logos and codes currently carried by cars 34203, 04, 06, 08, 11, 15, 20, 22, 23, 26, 29, 32, 39, 43, 48, 50.
- UHG/NVUF Goods Brake Vans — logo and code currently carried by car 34099.
- JHG/NVJA/NVJF Goods Brake Vans — logos and codes currently carried by cars 34002, 05, 09, 10, 12, 20, 32, 34, 39, 40, 54, 58, 64, 72, 80, 82, 93, 95.

Please address any information concerning these topics to the projects co-ordinator, Paul Rogers, P.O. Box 235, Matraville, NSW, 2036. All data will be suitably acknowledged when the relevant articles are published. ■

THE GOOSE BUM LINE by Stein



"Look, up in the sky!"



"Is it a bird? Is it a plane?"



"It's a bird"

Victorian Railways 'T' class diesel locomotive in HO scale by Ajin of Korea. Imported by the Australian Locomotive Company, PO Box 173, Boronia, 3155. Price: \$285.00.

The 'T' class Bo-Bo diesel electric locomotives from Clyde Eng Co brought dieselisation to the branchlines of the Victorian Railways when introduced in 1955. Numbered T320 to T346, the first series 'T' class had high front hoods and low cabs giving them their distinctive 'flat top' appearance. A 3'6" gauge version fitted with dynamic brakes was purchased from the Fyansford cement works railway in 1969 and, after conversion to 5'3" gauge, became T413.

A further 66 'T' class were built with a number of variations in appearance to the first series locomotives.

The 'T' class travelled widely over the VR hauling all manner of trains and despite their 17 ton axle load, they ventured out onto many lightly laid branchlines. Dents along the bottom of the side valance caused by the bogie mounted sand boxes hitting the valance testified to the track irregularities encountered.

The first series 'T' class have undergone changes to their bogies and exhaust stack over the years and the model has the necessary parts to represent the variations. Recently some 'T' class have been further altered by having part of their valance cut away to improve access to various pipework etc.

The model is presented in a stout black card box. Red foam rubber protects the plastic wrapped model from damage. Also included with the model is an Identification Certificate, instruction leaflet, a set of original pattern side frames, etched nickel silver number plates, builders plates, decals for 'VR wings', replacement exhaust plate, radiator shutters and water pipes.

The instruction leaflet makes mention of all the options and suggests method of fitment, but to the novice VR modeller the information is insufficient. The instruction leaflet assumes the reader is aware of the detail differences in the various models. This is a small point, but one that would preclude the purchaser taking full advantage of what is an excellent part of the package.

The model has been formed from etched brass sheet and fitted onto a stout frame. The model is detailed with brass castings and fine brass wire handrails. The cab interior is fully detailed and (if desired) reversible. The cab window frames actually slide, while definition and placement of the detail is quite good. Separate overlays are provided to represent the window guards. The formation of the body and components is very good. However the vents in the side doors are rather poor and lack of squareness in assembly of some components was noted, one being the 'out of square' step castings.

The well detailed side frames contain stainless steel wheels. The journals are sprung and actually slide up and down. The power is transmitted to both bogies via universals. Pulling power is excellent, having a drawbar pull of 80 grams (12 Lima cars up a 1 in 30 grade). Control is quite good, and the model freely negotiated No.4 pointwork. Maximum speed attained was 184 kmh, while the crawling speed was 4.2 kph.

The model was found to meet appropriate dimensions and has some nice detail. While the sliding windows add a realistic touch the sprung axle boxes in the bogies are a first for Australian brass diesels.

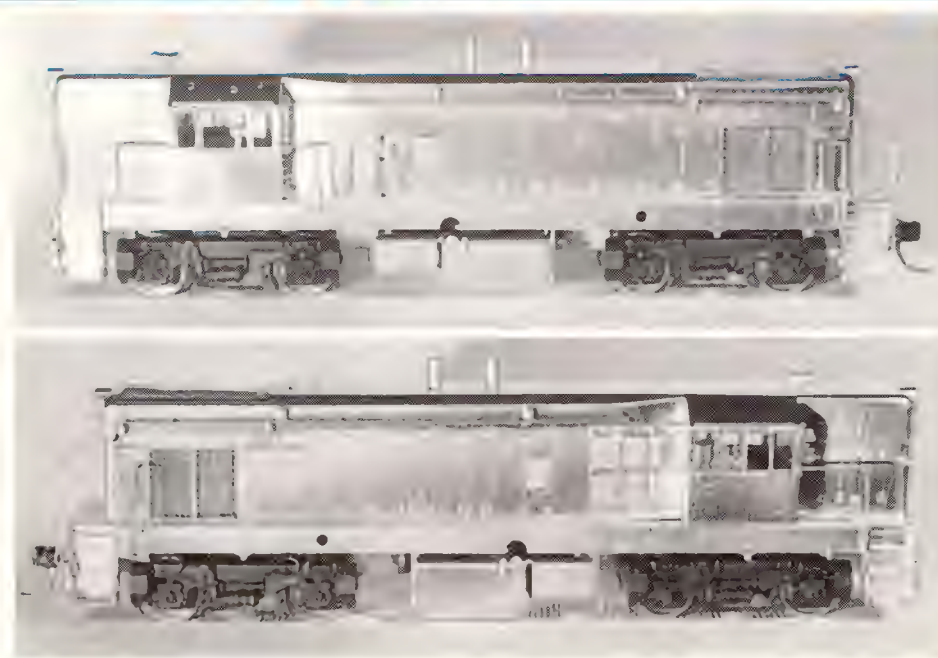
It looks like an original series 'T' class diesel, it runs well and for the price, should be popular.

Bob Gallagher and Graham Ahern.

C30 class chassis kit by Casula Hobbies, Phoenix Plaza, Macquarie St, Liverpool, 2170. Price: \$99.50.

Back in the 1970s a very good HO scale C30 class white metal kit was released by Prototype, unfortunately without a power mechanism. This kit sets out to eliminate the need to scratchbuild a chassis for the Prototype C30 and thus enable all those C30 class kits stashed away in cupboard to be made into operating models.

The kit comprises a pre-assembled, pre-drilled chassis. Fitted to the chassis are the wheels, with the drive gear on the centre axle and the pilot pivot pins. The wheels are Romford and have nickel silver tyres. The motor is an ECM unit, while the gearbox is Tenshodo. Also provided is the pony wheels, driving wheel screwdriver, front foot plate, pony trucks, electrical pickup, 10 BA tap and drill, pre-drilled



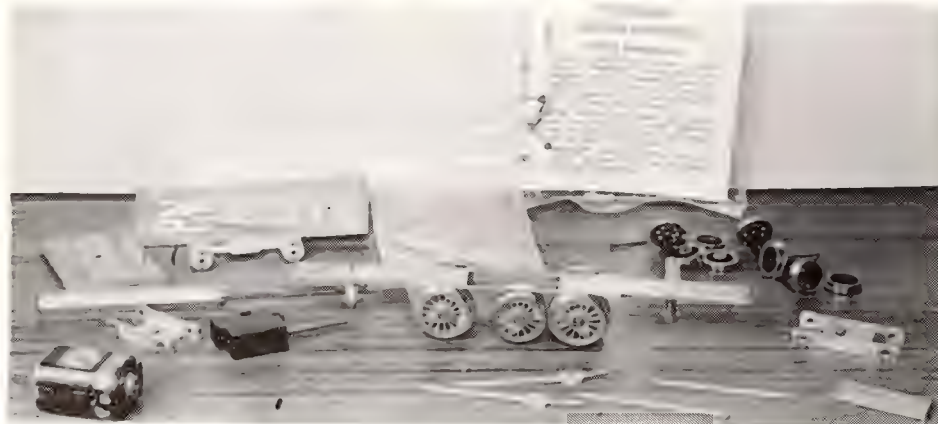
The HO scale model of the V.R. 'T' class diesel by Ajin, imported by Australian Locomotive Co.



No.1 end V.R. 'T' class.



No.2 end V.R. 'T' class



Components for C30 class motorising kit by Casula Hobbies.

drive rods, cylinders and all necessary screws. The cylinders, pony trucks and front footplate are metal castings which are relatively clean of flash. The cylinders are a shade undersize.

Accompanying the components, and the basis of the kit is four pages of assembly instructions. The chassis assembly follows accepted scratchbuilding methods and the kit could be used as the beginning of a scratchbuilding career. The assembly instructions are very explicit, the assembler being taken through the assembly procedure step by step. The page of illustrations help overcome any questions on component placement.

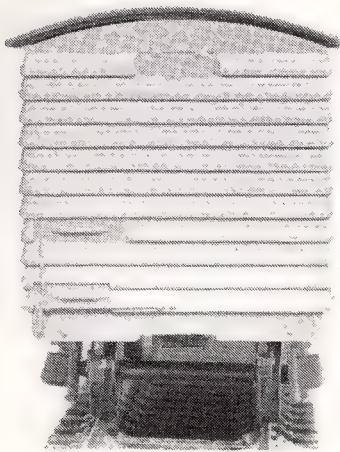
Although not the requirement of most modellers, this kit will be of use to those many modellers who purchased the C30 in anticipation of obtaining the mech. Well here it is, and it appears to be very

well presented. The fact that the chassis is pre-assembled, with the wheels fitted indicates that the difficult part of assembly is completed. Casula Hobbies along with John Sever should be congratulated for seeing the need and providing the means for the Prototype C30 to be powered.

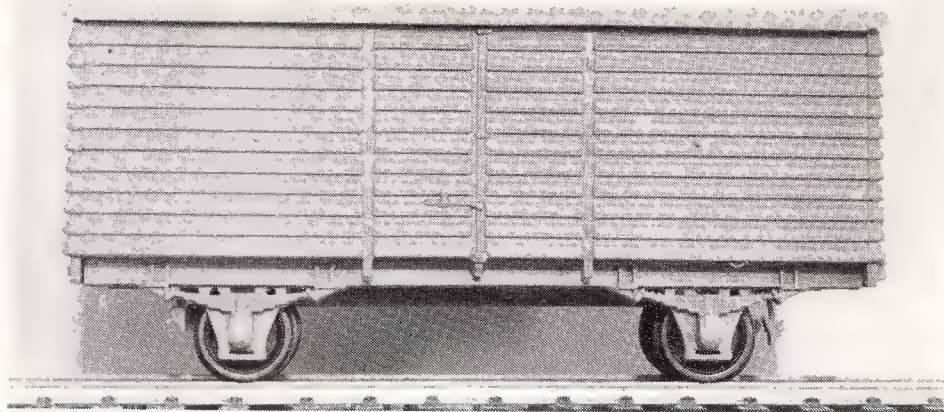
Bob Gallagher.

VR 'U' van kit in HO scale by Broad Gauge Models, Box 136 PO, Boronia, 3155. Price: \$7.95.

The 'U' van on the Victorian Railways is not only numerous and a vehicle of many sizes but to the modeller it offers the scope of being the most decorative vehicle in Australia. The 'U' van class carried more 'advertising signs' than any other class. The series of articles in recent issues of AMRM have shown some of these. The availability of



End view, V.R. 'U' van.



V.R. 'U' van kit in HO scale by Broad Gauge Models.

this kit gives the modeller the opportunity to add colour to the layout.

The model is based on the 16 ton steel version which were introduced to the VR in 1908 with six wheels. When rebuilt in the 1030s they were fitted with four wheel or bogies, the latter being coded 'UB'.

The model is supplied in a poly bag, along with a sheet of assembly instructions. The kit comprises all necessary body components moulded in grey polystyrene. The detailing parts include brake shoes and underfloor cylinders. A set of 10.5mm spoked North Yard wheels make up the kit.

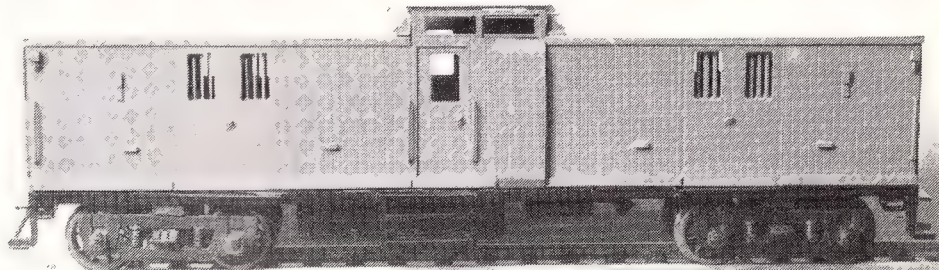
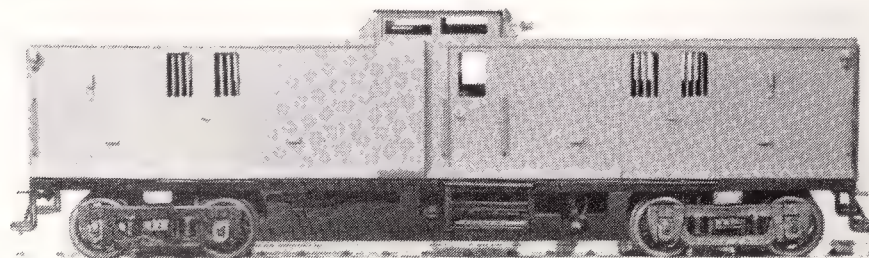
The detail on and formation of the body and underframe components can only be described as first class. Spring detail, rivet heads, latches, hinges and grab irons are all in place. Detail on the underframe includes the centre sill and cross struts. Provision has been allowed for Kadee 5 couplers.

Following the assembly instructions the kit goes together easily, up until the roof which can be fitted neatly but only after a bit of filing and sanding. The provision of locating lugs enables the kit to be easily assembled square. (The problem with the roof could be overcome by using a section of venetian blind.) The wheels fit readily into the axle boxes and while there is a shade of side play lubrication via powdered graphite would be necessary to make the van a free roller, unless brass bearings were fitted.

The assembly instructions are very explicit and are a guide for both seasoned and inexperienced modellers. Information on the sheet includes prototype detail, assembly guides and underfloor component placement. Coupler and wheel placement are covered as well as painting information. Superdetailing of the model is possible with the BGM PW1 kit which comprises shunters steps and brake rods.

Assembled it is a very fine model, closely representing the prototype. This is the second styrene kit by Broad Gauge Models and without doubt it will be as welcome and prove to be as popular as their 'GY' open wagon.

Bob Gallagher.



V.R. 'C' Van in HO scale by The Model Company, imported by McBees Hobby Centre.

handles, door stoppers, window bars, fillets on the cupola and grab irons on the sides, ends and roof.

Underfloor detail includes steps, battery box, electrical generator and distribution panel, air receiver and brake cylinder. As with the bogies, all are lost wax castings that are very well detailed and free of casting defects. The bogies are fitted with North Yard spoked wheels and both bogies are equalised, although the movement is not too excessive to cause derailment.

All components appear to be securely attached and correctly positioned. There appears to be a slight problem with some of the steps in that they are not horizontally level with the van. A very slight unevenness, but it is visible. A further annoyance is the fitment of the floor to the van body. (On the review sample there was a gap between, was quite visible upon close inspection.)

Dimensionally the model meets all requirements and certainly looks the part. The paint scheme has the underframe black, the body V.R. red and the roof beige/tan. The paint appears to be firmly applied. The decals, from Broad Gauge Bodies include the white shaded lettering/numerals for the class and van number and 'guard'. On the rails the van tracks beautifully, no doubt aided by the equalised bogies and springing.

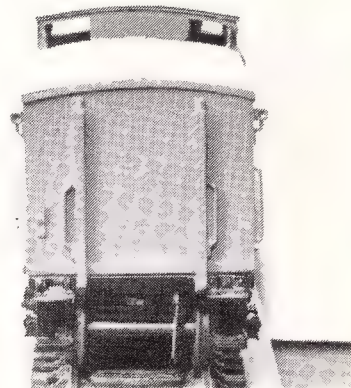
McBees Hobby Centre advise that Kadee 5 couplers are recommended while the paint applied to the model is:-

Roof — Floquil Depot Buff

Body — 50/50 mix Floquil Box Car red and Caboose red.

This is the second model by The Model Co for McBees Hobby Centre. The first was the VR Z van, and proved to be very popular. Overall, this model is an excellent production, in some aspects better than the Z van. There is little doubt that this model will prove to be as popular as the Z van, and with the additional components supplied, an excellent model for the V.R. HO scale scene.

Bob Gallagher.



End view, V.R. 'C' van.

VR 'C' van in HO scale by The Model Company of New Zealand. Imported by McBees Hobby Centre, PO Box 144, Coburg. 3058. Price: \$89.95.

This is a model of the VR 'C' van as seen in service in the period 1958 to current time. The 'C' van was used behind many passenger trains and being a light weight vehicle was often in use behind the DERM railcars.

It is available in two styles (1) with guards lookout on side or (2) without guards lookout but with a dog box. The model is presented in a blue linen covered box. The model is wrapped in plastic and surrounded by foam. It is pre-painted and is accompanied with a custom produced decal set, coupler screws, marker lamps, open and closed tail discs and a sheet of instructions.

The instruction sheet very briefly mentions the prototype, and details disassembly of the model, placement of window glass, placement of decals and availability of additional detail. While there are two black and white reference photographs there is no reference as to the recommended coupler or to the placement of the detail provided.

The model has been fabricated from etched brass sheet, the vee between the 'timber' planks and some bolt heads being well represented. The cutouts for the windows are a little rough and lack consistency. However this is overshadowed by the placement of fine detail which includes door

Rails in Transition — N.S.W. Steam to Diesel by Laurie Anderson and Graham Cotterall. Available from Casula Hobbies, Phoenix Plaza, Macquarie St., Liverpool 2170 and ARHS Sales Centre, Box E129 PO, St. James 2000. Price: \$12.95

This 128 page 215mm x 277mm soft cover book is a pictorial reference to the changing scene of the N.S.W. railways in the 1963 to 1983 period. Both photographers have been involved in both the railway enthusiast and railway modelling scene for many years and this book reflects their interests over the past twenty years. Graham Cotterall, through his work published in ARHS publications and 'Units in Focus', must be considered one of the best railway photographers of the present day.

The book is profusely illustrated with black and white photographs that represent almost all railway workings in the state of New South Wales, including the private systems. The photographic range includes some very sharp pictorials, a number of 'arty' shots and also a very large number of clear, concise, well detailed photographs. These pictorials are not studies of railway engines but a representation of a

RAILS IN TRANSITION

N.S.W. STEAM TO DIESEL



BY LAURIE ANDERSON
GRAHAM COTTERALL

railway scene, locomotives, rolling stock, structures and surrounding scenery. This book can be easily described as a NSWRR modellers 'Ideas Book'.

The book is divided into a number of sections that have an introduction but no chapter reference. For ease of access and chapter reference, a page index would have been helpful. The captions are well detailed for a publication of this type but not detailed enough to draw out all the features of individual photographs. A reference to this is the photo of 1243 refurbished as '176' hauling the 'Ned Kelly' film cars. Reference is made to the mocked up rolling stock but no mention is made of the mocked up 12 class. These are minor irritations, that could be misleading to the uninformed.

Regardless of these aspects this is an excellent publication that will become of 'must' for NSWRR 1960-1980 era modellers. While it is possible to browse through the pages of well produced pictures, days will be needed to glean all the information presented. For the modeller the front and rear covers are of value. The front cover is represented by an original liveried 48 class while a tripper headed 'candy stripe' 48 class freight train features on the rear.

As a sign of class, Ron Preston wrote the foreword for this book, and those familiar with NSWRR photography are aware of Ron's high standing as an historian and presenter of acknowledged excellent publications. This publication will join with Ron's books aimed at the railway enthusiast but ever so valuable for the railway modeller.

Bob Gallagher.

Diesel locomotive windscreen wipers in O and HO scales by GSB Rail Ltd. Available from Western Model Railway Supplies.

With the almost infinite detail being added to models these days, a diesel without windscreen wipers is almost unquestionable. To make this possible GSB have HO (Part No.3405) and O (Part No.3402) scale wipers available.

The HO wipers which are designed to fit on hood unit locos are moulded styrene and six are attached to a sprue. The blades are 3.75mm long and are attached to a 3.3mm arm. Mounting is via a stub shaft which can be inserted into a No.76 hole and glued in place.

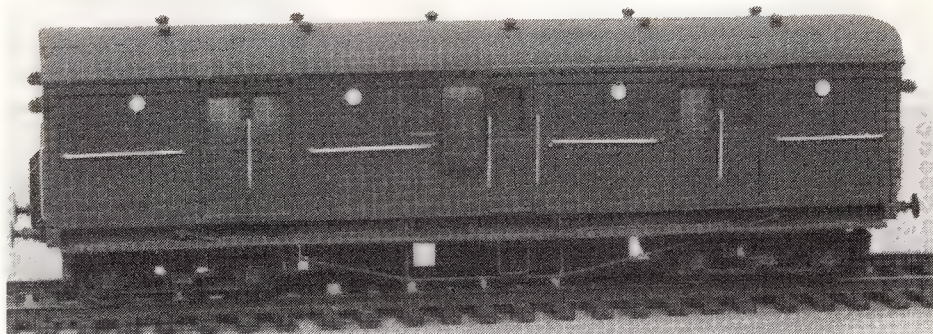
The O scale wipers are designed to fit on cab unit locos and are metal castings, there being four in the foam lined plastic pack. The blades are 8mm long on a 12mm arm. Mounting is via a stub shaft.

Both sets of wipers are realistic in size and shape and doubtless will be a great assistance to the modeller who chooses to superdetail diesels.

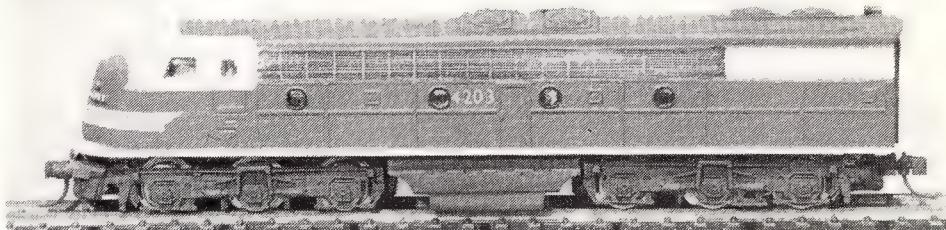
Bob Gallagher.

Australian Road Signs by Christine Hicks, PO Box 35, Fairy meadow, 2519. Price: \$2.95.

Christine Hicks has released three more packets of signs to their now extensive range of road signs. 1212 — Tram Warning Signs. Now these bring back memories! Waiting on the kerbside for the tram to take us to school, or in town waiting in the tram zone in road centre. Those were the days. For those who can remember the trams in Sydney, you are getting on a bit, for it is now over 20 years since they ran. However these signs are not only designed for



NSWGR 'SHO' passenger van by ABL.



SRA of NSW 42 class diesel kit in N scale by Weico Models.

urban usage for there are still tram tracks in the country... a trip in the sugar belt will soon prove the point. The signs 'TRAM' and 'TRAMWAY' are printed black on yellow inside 7mm diamonds. Lettering is very distinct. There are two of each sign in the pack which includes detail for mounting and positioning.

1214 — Rural Road Signs (2). These are for use in country areas and all four are designed for use on the 7mm diamond plate. In the pack are two 'FORD', a 'CREST' and a diagram of a kangaroo (sorry — no boxing gloves on this roo). The Ford signs signify a road crossing place on a river or stream, the Crest is for a hill top and the 'roo' signs suggests that a panel beater may be necessary if care is not taken. All are printed black on yellow and the printing is very clear and distinct. The pack includes details for positioning and mounting.

1215 — Rural Road Signs (3). The third set of signs for rural usage. This pack includes four different signs, all printed very clearly black on yellow, while mounting and positioning details are also provided. Included is 'STEEP DESCENT', 'ROAD NARROWS', '2 M WINDING ROAD' and '3 km WINDING ROAD'.

All signs are designed to fit onto the diamond plate which is also supplied. All should be included in the scope of 'atmosphere' detail.

Bob Gallagher.

Due to a technical problem photographs of these signs cannot be included in this issue.

NSWR 'SHO' brakevan kit in HO scale by ABL Model Products. Price: \$19.50.

The two SHO vans were built on ex bogie hearse van underframes in 1937. The SHOs were short and provided with exterior lighting to provide for usage at wayside stations on mail and paper trains. In a sense these two vans have a closer relationship with the hobby than most others, for they were used to house the NSWRR model railway exhibits for many years. Recently they have been used to fill a space in the shunters school yard at Petersham.

The SHOs were built with narrow tongue and grooved boards and elliptical roof, and this style has been faithfully reproduced in the kit. The major components are epoxy castings, the sides being fitted with glass window sections. All castings were clean, free of flash and defects and straight. The detail on the parts is very good, with only a few visible 'pattern marks' being evident, although causing no defects on the final model.

Detail includes side lights, door hinges, hand rail supports, queen post supports, rivets, letter box, marker lamps, end (strengtheners) rails and underfloor steelwork. The pattern work for this model was produced by a newcomer to the scene, Alex Nadolini. Extra detail in the kit includes a timber roof section, epoxy battery boxes and distribution panel and metal castings for the bogies, generator, and air cylinders. Copper and steel wire is provided for handrails and underframe detailing. Wheels and couplers are not provided in the kit although the instructions list requirements.

Accompanying the model is a set of well defined, illustrated assembly details. Assembly of the kit is not hard, most parts going together without any trouble. Like most similar kits the final result will be

reflected by the time and effort put into the assembly and also reflect the ability of the modeller. The design of component fitment and the instruction sheet does however help in the assembly process to produce a very fine model, that closely represents the prototype.

Bob Gallagher.

NSW 42/VR S Class diesel locomotive kit in N scale by Weico Models, P.O. Box 283, Reservoir, 3073. Price: \$13.95.

When the 42 class was introduced to service in 1955, there were only six units in the class numbered 4201 to 4206. They were first used on express passenger trains; 4201 was recently painted in the NSWRR 125 year anniversary colours.

The kit comes in a cardboard box with packing around each main component, while smaller components are in a plastic bag wrapped in packing. A detailed instruction sheet is included with illustrations showing parts identification and detailed modifications required to fit the body to either the Mehanotekhnika SD45 or the Minitrax 2019 chassis.

The white metal castings include sides, roof, front nose piece, rear door frame, air horns, fuel tanks, two types of rear end and two types of pilot. The castings had a small amount of flash, mainly in the windows, and had sprue marks which were easily removed with a fine file, care being taken with the roof section not to remove the cast on details. The cast on details on all parts are very good and include fans, vents, sand box fillers, staff exchanger, handrails and ladder.

The kit was assembled as per instructions; one rear end and pilot are used for the 42 class, while the other pair are used for the VR S class. When assembling a 42 class, fit the air horns supplied to the nose and remove the cast on air horn on the front of the roof section. The modifications were carried out to the Minitrax chassis as detailed on the instruction sheet and the fuel tanks and front pilot were fitted to the chassis. The body was painted and decals applied.

When finished the model looks good with all the necessary details, scales well and makes a fine addition to any N scale NSW collection.

David Bennett

Scenimat scenic materials. Samples supplied by Iron Horse Hobbies, P.O. Box 778, Penrith, 2750. Price in text.

Dyed sawdust as a means of depicting grass and other ground covers has been around for years and has been marketed by many. All are as good as each other, after all sawdust is sawdust. The secret, of course, is selecting a brand which has a range of natural colours. How many layouts have emerald green grass, or colours equally as vivid?

Scenimat is a New Zealand based company whose reputation and quality go back many years. (They make an excellent metal ballast, in my opinion.)

The range of scatter materials submitted for review are of different blended and graded dyed wood flocks. There is Earth, a nice caramel colour,

Continued on page 45.

Continued from page 21.

few benefits. Firstly it will be possible for us to update the records closer to publication date than before. We do not however plan to change the cut-off date. It will still be necessary for renewals and change of address to be received 30 days before publication to ensure implementation. However we will strive to include details received later. We will be able to offer subscribers the opportunity of having their renewal notices sent to an alternative address. We hope in the near future to offer airmail rates to overseas subscribers. The main benefit we all will receive is that we will no longer be in the hands of another computer system, one that we have no control over. To this end we trust we will be able to ensure a speedy despatch of all subscribers' and members' magazines.

Our subscription system, for the computer buffs, is run on a Dbase II program. Graham Davis, our programmer, has spent many hours of his modelling time writing, improving and proving the rather complicated system. All those involved in the time consuming task of programming and data input are to be thanked for their efforts. Now for an complete AMRM indexing system!

AETA

Those persons interested in the activities, meeting dates and venues of the Australian Electric Traction Association in the national capital should contact the Canberra Group's Representative, David Cranney, on 062 319837 (after hours) or in writing to P.O. Box 244, Woden, ACT, 2606.

8101.

For some time now there has been some considerable correspondence regarding the original livery of 8101, the questionable point being whether 8101 was ever painted in the indian red and chrome livery. There were those who claim to know someone who saw 8101 in indian red, and these were encouraged to confirm the point with photographic or first hand evidence. Unfortunately nothing has come forward.

On the other hand there were those who have written with numerous details of how 8101 could not have received anything but the new 'candy stripe' livery.

So, for the sake of history for future modellers, we at AMRM are declaring that 8101 was only painted in its present 'candy stripe' livery, and for AMRM the issue is closed . . . that is of course until someone comes up with real proof on the subject, and not just a wish.

8031.

While on the subject of questionable loco liveries, it appears that the previously published comment (not in AMRM) that 8031 initially appeared in standard livery, but was hastily changed to the 'reverse' livery before being issued to traffic, is now being challenged.

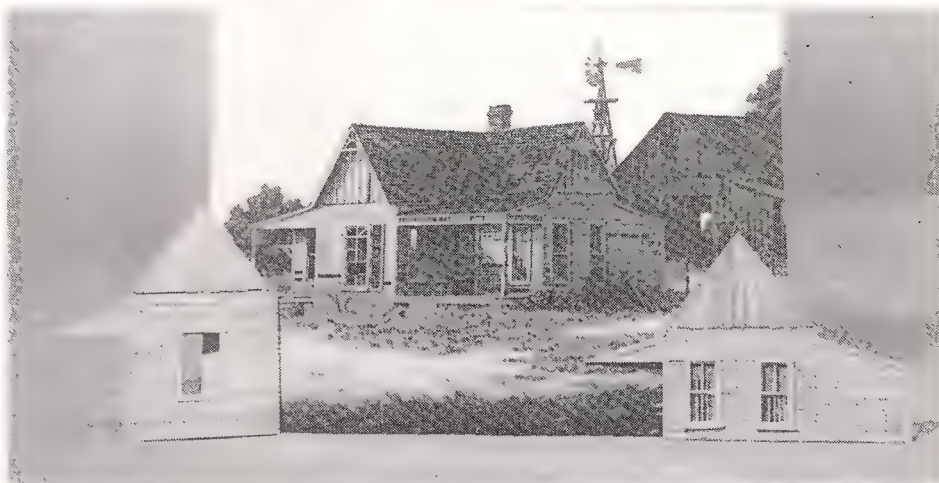
The story, at the time, suggested that 8031 did a short run from Granville, but was returned to the Com-eng plant and repainted. Can any reader 'prove' with photographic evidence that 8031 did appear in standard livery. For the sake of historical accuracy please help.

Historical Research.

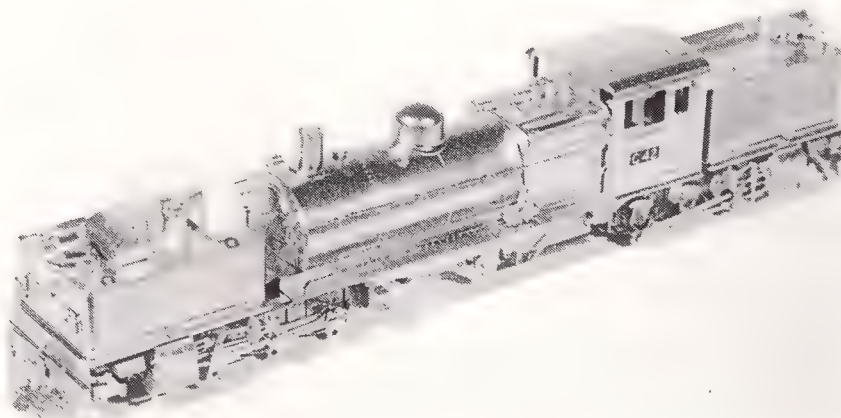
There is no doubt that some modellers consider that the above two subjects are in-consequential and petty, and maybe, at the moment, they may be. Accurate research however is something that modellers will have to become involved with themselves if they want to ensure that the information will be available in the future.

In the past we, the modellers, have relied upon the historical organisations and publications for the information necessary for us to finely detail and paint our models. Unfortunately, this avenue of railway history is not proving to be adequate for our needs. The historians, generally, appear to cover the railway scene very broadly, but omitting the bits and pieces we seek. Evidence of this is shown in the photographs of enthusiast magazines. Comment is always made of the loco, generally as a class number, but what of the things hanging on the back — virtually not a mention. So it is up to us to gather our own data. Why not join in . . . it can be fun, and very interesting.

An interesting story came to light with the research of the 48 class article in this issue. As all the details of the variations in the class came to



Sydney based modellers should keep the Prospect Model Railroad Exhibition in mind as an outing on the Queen's Birthday weekend in June. The guest will be Garry Edlen from the United States. Garry's forte is building fine structures. One of the structures planned for presentation at the Prospect Exhibition is illustrated above.



Pilot model of the Victorian Railways 'G' class Garratt being prepared for the Australian market by Kumata of Japan. It will be available in both HO $\frac{1}{2}$ and HO $\frac{3}{4}$ scales.



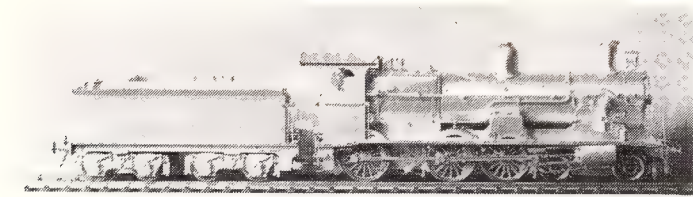
The arrival of the ALCO VR 'T' class in Australia introduced some new innovations to the brass locomotive market. The new ideas are the sprung axle journals and the choice of bogie sideframes. The above photograph illustrates the HO scale model and all the extras supplied.

hand, various individuals gave details of those variations, accompanied by photographic evidence. There was however one major variation we were not able to illustrate — that of the elephant trunk exhaust on 4842. We are sure it existed but lack the real evidence — one assistant has a photograph of it . . . somewhere, but the other sighting is much better.

It would appear that most young men, whether they are interested in trains or not, have at some time or other become involved with a young lady or two and partook of 'parking'. It would appear that some of the good spots must have been near a railway line, unless of course, the youth in this tale

tried to partake of two of his interests at the same time. Well, the story goes that he was deep in conversation one evening, when 4842, complete with 'elephant trunk' exhaust went past. As we do not have a photograph of the very temporary stack it is evident that our young Romeo did not get to take a photo of the loco. He seemed to suggest that it was too dark, and he didn't have his camera with him. However evaluating his contribution to the railway enthusiast hobby since, this would be hard to believe.

We have not been told all the story, and one assumes that we never will. We also have not been



The above two photographs illustrate the pilot model of the Casula Hobbies 'C32' class, being built by Samhongsu. It still has some of the (Mansfield) 'D50' fittings but the prototype is clearly defined. Those who thought the Mansfield 'D50' went too far with detail will have a field day when they 'nit-pick'. Virtually everything that can open and shut does, and that includes sand boxes on the running plate. The production run of this model will be reviewed in detail when it is available.

advised as to the identity of the young lady, and to whether she ever became Mrs. Railway enthusiast, but if she did this was possibly her first experience of being 'forgotten for a moment' while her fella partook of his other love and observed the railway scene.

Australian N Scale.

With the first N scale brass loco due soon, it could easily be thought that big things were ahead for N scale Australian modellers. Unfortunately that may not be the case. Fyfe Thorpe of Fyren Models, the manufacturers of the very good VR 'ELX' and 'VLX' N scale kits, in his September 1983 Newsletter advised retailers of his future plans with the kits. For sake of clarity the complete text is reproduced.

"The only bad news we have is that we will definitely NOT be making any more 'N' gauge Australian kits, as the support we have received has been poor we are well down the drain. We may have to do something drastic in the new year if sales do not improve rapidly as we cannot afford to produce such a quality product for so few interested modellers. This has been a personal disappointment for me, but has once again proved that there are very many so called modellers who will not put their money where their mouth is. To a few stalwarts I say thank you, but we need many more to keep going."

Fyfe's comments say it all — and his decision is possibly the worst thing that could have happened to the N scale Australian modelling fraternity. They only have themselves to blame.

COMMERCIAL NEWS

Arrivals.

Broad Gauge Bodies have released a few new kits, including the first 'Farmers Union' billboard van (there is another coming), another 'VLX' (with BD doors) and the SAR 'Rx' van. BGB have also been busy with decals, releasing a couple of sets for the Newcastle coal wagon fleet, NSWVR logos in black/white and black/yellow, white 27" 'R' logos, Comrail and ANR Central Region emblems, VR passenger car codes and labels, codeboards, numbers and 'grain proof' stripes for the red VR 'GY' and two sets for the Overland.

Fyren Models advise that they have been appointed the Australian agents for 'Dart Castings', the producer of many fine landscape, animal and vehicle kits, most of which could be used for any prototype. Hopefully we may be able to produce a resume of the kits soon.

Marklin Distributors, now the local Heljan agent, have released a number of Heljan kits that may be of interest to local modellers. The structures have a modern American appearance, and as such would not need too many mods to Australianise them. More details in a future issue.

Word to hand suggests that a new range of Australian structure kits is due soon, under the 'Design Workshop' label. More details as information comes to hand.

As these notes were being finalised Bergs 55 class and Mansfield's 40 class locomotives arrived in the shops, just in time for Christmas. Both models will be covered in detail next issue.

McBees Hobby Centre have received their first shipment of V.R. 'C' vans from The Model Co. in New Zealand.

Stocks of Friedmont and MRC HO scale kits are becoming available again, through the Iron Horse Hobbies distributorship.

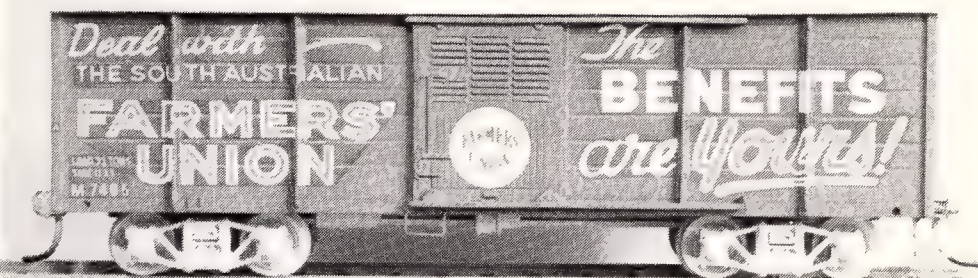
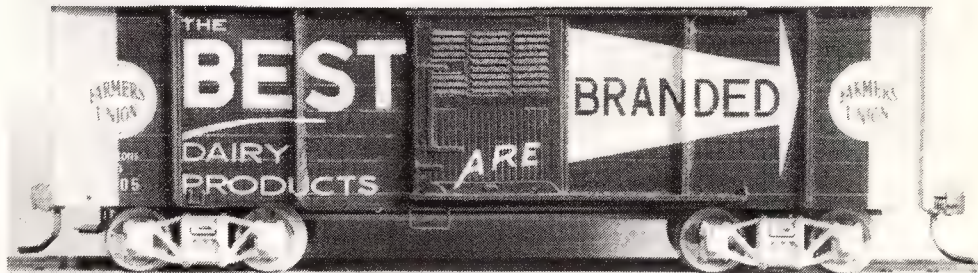
Tempest Electronics have released another controller — the AP 3000 MkII. We are currently preparing a review for publication next issue.

ABL Models have released their 'SHO' HO scale passenger van kit in the hobby shops. This kit introduces a new 'master maker' into the local scene.

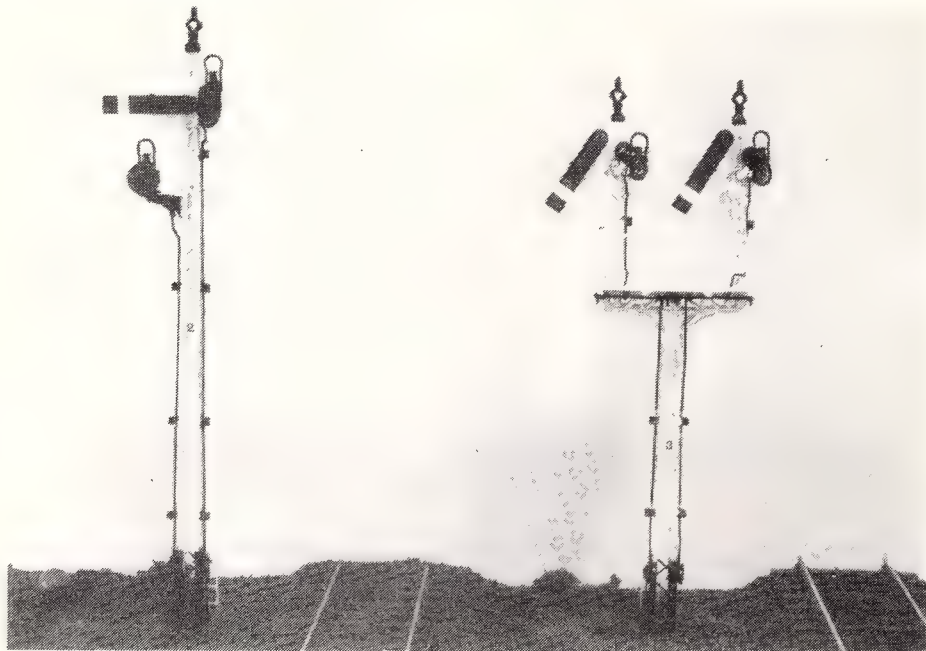
Expected Arrivals.

The pilot model of Broad Gauge Models' 'X' class steam loco was due in late December. The complete shipment is due in February 1984.

The VR 'H' class Heavy Harry is due mid 1984.



With the constant flow of good Australian models now on the market, collectors either have to be very rich or selective in their purchases. There is however one series of vans that may prove to be the 'most collectable', they are the Broad Gauge Bodies 'billboard' series of vans. The kits include all that is necessary to assemble, detail and decal the SAR M vans to their original glory. Pete Ziegler, the force behind BGB is fiercely determined to produce all of the 'M' vans that carried advertising, and they are very colourful. Illustrated above is the two sides of BGB's latest effort — the Farmers Union van M7405. The photographs were taken before the decals had set and dull coat applied. However the detail on the decals is clearly definable. What's more the base colour on each side is different. So if you own a layout that runs in circles, and you only ever see one side of your rolling stock, there may be need for you to obtain two of these kits. Oh, by the way, M7405 is the first of two Farmers' Union vans to be produced.



Illustrated above are pilot models of future kits being produced by Broad Gauge Models.

Stocks of the Stephen Johnson Silver City Comet set are due at Casula Hobbies shortly as a three car set. Some cars will be available separately.

Bergs Hobbies are expecting a pilot sample of the EHO van, being made in New Zealand by The Model Company.

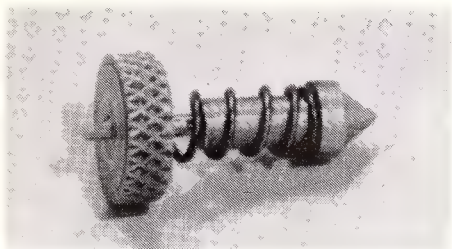
Future Arrivals.

Stephen Johnson Models and Main West Models are combining efforts to produce the Silver

City Comet set and a few other railmotor projects. Included in the program is CHP 38 'Creamy Kate', a 2 car set '620/720' series and the 900 class 'DEB' set. All are projected for 1984.

Rails North Models are preparing a few new HO scale kits for release. Included are Grafton Station Building, 'LHO' guards van, 'KB' passenger van and the 'RUB' set.

Bergs Hobbies have advised that they will be importing the VR 'G' class Garratt from Kumata of



This natty device has been released by Casula Hobbies. It bores the holes for Casula's pin point bearings in bogies, etc. They are like hens teeth — very scarce, so be quick! If they are on the counter when you visit Casula grab one or two. Further details in a future issue.

Japan. To be made available in both HO $\frac{1}{2}$ and HO $\frac{3}{4}$ scales, the pilot model is to hand and it has all the prospects of a fine model. As presented it is based on the latter stages of its years in service. It has stovepipe funnel and headlight and seems to have all the detail expected on a brass engine these days except for the builders plate on the smokebox. More details later, as the production model comes to hand.

Casula Hobbies advise that the 81 class (brass loco) project has been put back for a while — until the prototype takes on a definite appearance. Casula also advise that they propose to produce a HO scale 42 class brass diesel in 1984, and are also looking at the possibility of running the V.R. 'S' class and the A.N.R. 'GM' class at the same time. N scalers will not be left out for Casula are currently pricing a 442 and 80 class, in brass from Korea. Finally, Casula are also working on a new plastic kit, being the LHO passenger van, in HO scale.

The Australian Locomotive Company have advised that they are taking up the SAR '530' class project and plan to build 523, expected delivery late in 1984.

Broad Gauge Models have advised of future plans for both imported brass locomotives and plastic kits. The locomotive list includes 'Y' class diesel (due June 1984) and then:-

'S' class streamlined (circa 1937) — coal version.
'S' class unstreamlined (circa 1927).

NOT AGAIN . . or . . Tale of a Serious Modeller.

There is stood, the first scenicked section of our group's new exhibition layout. The usual items were in place, a bloke reading the paper, drunk holding up the station wall, and two portly gentlemen passengers Tweedle Dee and Tweedle Dum. All very entertaining and the public will love it. Hold everything . . . where did that fella running towards the gents toilet come from. STRIKE ONE!

Time passes and the layout is now becoming an eye catcher as most bare frames are covered. Farmland, trees, water, fences, buildings, roads and bridges are added. Then horses, cattle and sheep appear. Sheep! They are all heading the one way, hightailing it across the paddocks. Whats wrong? OK, who owns the giant tortoise that is chasing the sheep. STRIKE TWO!

The layout is now being exhibited far and wide with much pleasure being given to the viewing public as well to ourselves. By now the acts of nonsense are being accepted, grudgingly. Only small children can see Casper the ghost lurking in the dimness of the goods shed. He jumped out of his sheet one night when the Tokaido Silver Bullet was diverted, at speed, through his haunt.

Our Chief Traffic Manager was not amused, but was it not he who attached a four wheel banana flat wagon to the malted milk and straw train? There was Claude the Caveman hiding in the bushes, Murphy the Surfie hanging five on the ripples over the weir, Dan and Dave riding Porky Pig, advertising Pineapple Bacon of course, but when the wicked witch who was flying overhead on her broom got shot down by an exploding powder van, I realised that there was a kindred spirit in the group . . . at last.

'X' class diesel main line loco.

'C' class steam heavy freight loco.

'E' class steam tank loco.

The injection moulded rolling stock kits include:-

'T' van — wood sheathed insulated van.

'AW'-'BW' country passenger cars.

'I'-'IA' class 4 wheel open wagon.

BGM are also negotiating to produce HO scale containers, detailed with Australian logos. The plan is to market the containers with components from the BGM 'U' van kit and additional items to produce a 'KMQ' container wagon. Also in the pipe line, and planned for a March 1984 release are summersault signal kits. To be supplied as brass etchings, these lattice signals will no doubt add realism to any layout. All items, being produced by BGM are for the HO scale Victorian Railway modeller. (Can we hear "Is there any other?"

John Easie, of Trax Model Products has just returned from Hong Kong, after inspecting pre-production details of the 48 class and MHG van project. If these models are up to the same standard being produced in Australia and Italy presently, there is little doubt that the 48/MHG project will be the biggest thing to happen in the hobby in 1983/84. AMRM will present more details as they come to hand.

While on the subject of brass locos a few more plans have been revealed recently. Bergs Hobbies are planning a 46 class electric for 1984, along with a number of other locos. Casula Hobbies are re-running the 80 class, while Mansfield Hobbies are re-running the 43 class. Casula Hobbies are working on a Z27 class for late in 1984 while Mansfield Hobbies are planning the Z17 class. At last some small locomotives are gaining the attention of importers.

Other News.

Word is to hand that the popular 'FSM' range of NSW locomotive kits will soon be available again. More details later.

Ownership of 'AR Kit Co.' has changed hands and retailers can now acquire stocks from AR Kit Co., Box 736 PO, Grafton 2460. The new owners have plans for future kits, details of which will be released later.

Our fame has spread and official (ahem) photos are taken for magazines. With expanded chests, swelled heads and upright stature the prints are viewed. OH NO! Where did that zebra come from? Is the farmer really milking a bull? What is that torreador doing mustering the cattle? Do farmers sit at desks when they count sheep? The list was endless, alas too many strikes, I was out.

Offending items were all removed (for a while) and the layout is now normal, if somewhat bare — hmmm — see you another day.

U.Nomee.

CAN YOU HELP

For the preparation of future articles, we require information concerning the former MRC, MBC and MB vans of the NSW Railways and would like to hear from any reader holding relevant data or photographs.

The information required includes the following characteristics:

- Type of bodywork — i.e. matchboarding or flush-panelled
- Basic body colour
- Type and position of logo (if any)
- Type of roof (MB vans) — i.e. Mansard (angular) or Elliptical.
- Roof colour.

MRC vans — 25054,75,81,93,95 and 25706,38,44,59,60.

MBC vans — 22975, 25056, 25713.

MB vans — 22881,91; 22906,45; 25061,71; 25714,22,25.

Please address illustrations or notes to the co-ordinator of this project, Paul Rogers, P.O. Box 235, Matraville, NSW, 2036.

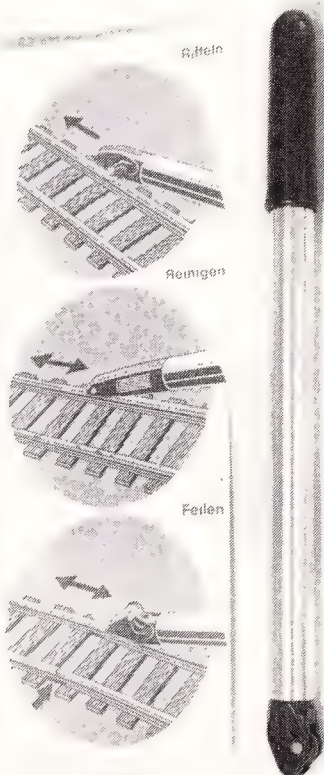
REVIEWS Cont from page 42.

not too garish, for soil. The range of grasses are Ash Grey, Meadow Green, Lawn Green, Forest Green, Olive Green and Emerald Green, with a Forest Floor (fine) to represent dead leaves/grass under trees. Coarse Coal (for loco tenders, wagons, etc.) is also included in the range.

Fixing the material to the layout is relatively simple; merely paint the pre-coloured area with white glue or similarly coloured paint and sprinkle the material on. Try for a variation in the colours, though, to break the monotony.

Modellers nowadays are using combinations of most types of scenic materials (sawdust, lichen, ground foam, zip-texturing, etc.) to break the monotony of what used to be a one material layout. Thus we are learning that each material blends with and balances the other. In this regard, dyed sawdust will always be an integral part of the modelling scene. It is supplied in packs, there being two sizes, the small retailing for .81c and the large for \$1.62. Scenimat has a good range of true-to-life colours and is definitely worth considering.

Allan Brown



Track Rippler track maintenance tool by Seuthe. Available from Bill Webb, Box 68 PO, Figtree, 2525. Price: \$7.45.

This tool comprises a 210mm brass tube which has a protective cap one end (covering a felt track cleaner) and a two sided tool the other. One side of the tool has an abrasive face with the other has a serrated wheel.

The abrasive face is a very fine 'file'. It is 4.5mm wide and as such can be used on most rail surfaces. Although it would be possible to reach most rail surfaces with this tool's constant use as a track cleaner would not be advised for it would act like a file and tend to reduce the height of the rail. Correct use however would enable bad surfaces to be easily cleaned and rail bumps (caused by spark deposits) removed easily, without fear of damage to surrounding scenery.

The serrated wheel is aimed at 'rippling' the rail face, the objective being to give locomotives better hauling capabilities. The wheel face is 3mm wide and guides are provided both sides to keep the wheel on the rail. Serrated rail face, when used correctly does help traction at the expense of rail noise. Serrated rail is also hard to keep clean.

The other end of the tool, the one covered with a plastic cap, is covered with felt. By using a specified track cleaning fluid a small satchel of which is provided, and the felt tip rail face can be readily kept clean.

The tool is provided with an illustrated instruction leaflet. The main text is German, but English and French translations are provided. A very useful product.

Bob Gallagher.



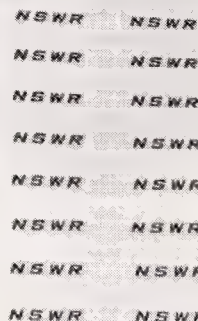
Hornby Hobbies in the UK has re-released the OO scale Ex Caledonian 4-2-2. Withdrawn in 1973 when it was in the Caledonian Blue livery it is now released in a specialised form of a limited run of 5,000 models. It is detailed in the LMS livery of the prototype's latter working life. It is supplied in a delightful pack which includes detail of the locomotive. The pack enhances the model, which in itself is very finely finished. The lining and decal application is first class. It is fitted with a X05 motor and Magnadhesian. Instructions for the fitting of Zero One and loco maintenance is provided. The presentation and limited run status aims the model at the collector and enthusiast modeller. Cat No.14010.



Red Heart Souvenirs have released a range of caps. Produced from polyester the review sample was an 'AN' green with an 'AN Australian National' cloth patch attached to the front. The cap is stylish and adjustable for head size via a plastic locking device. As well as being decorative, the cap has proven to be stylish and a good protector from the sun. The moment it hit the deck in the AMRM office it was claimed by the lady of the house and quite willingly used publicly — and that is by someone who quite often expresses a dislike of trains. The caps are retailing for \$4.95 and are available from Box 1013 PO, Alice Springs 5750.



Tempestlite by Tempest Electronics, Box 265 PO, Ferntree Gully 3156. Retailing for \$3.95 this natty device is actually a track test lamp. The works are enclosed in an aluminium tube and the evidence of electricity is indicated by a glow from a light emitting diode (LED) inside the tube. It is supplied with two 200mm long colour coded leads terminated with alligator clips. It can be used on both AC and DC currents, testing voltages between 3 and 30 volts. While this is an excellent device the user will have to become and remain aware of the fact that when used for DC current it has to be correctly connected. The red lead must always be connected to the positive side of the power. This is easily overcome when in use by simply testing the track twice, reversing the test leads if the desired result is not forthcoming. It has a very sturdy body and should resist the best 'drop test'.



Broad Gauge Bodies have released a set (No.62) of NSW Rail Transport Museum (NSWR) emblems retailing for \$1.35. These emblems were used predominantly on the sides of the red and chrome liveried guards vans. The black lettering is inside yellow sloping boxes, there being 16 on the sheet. As this emblem has not been available for many years, it will be a welcome addition from BGB.



Broad Gauge Bodies have released a sheet of PTC 'R' decals. Nicknamed the 'worm' these logos were predominant as the NSW PTC came into being. They were used on the sides of rolling stock and also in the streets to identify that a railway station or construction site was nearby. These decals (No.60) represent the red 'R' in a white box, the box being 8mm x 8mm (27") square. There are 20 logos on the sheet, designed for use in HO scale and retail for \$1.35.



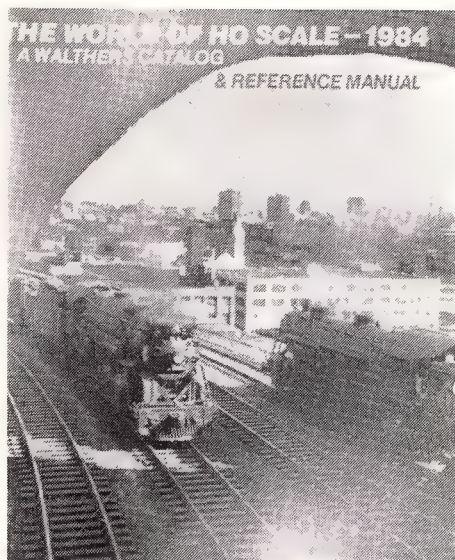
Luggage Trolleys by Scenimat. Cat No.SF28, there are three trolleys in the pack that retails for \$2.70. The trolleys, two four wheel trolleys and a two wheel barrow are pre-painted metal castings. The four wheel 'baggage style' trolleys are 15mm wide, 28mm long, stand 5mm high and has a 12mm long handle. The other trolley is 6.5mm wide, 15mm high and has a 3mm deep carrying plate.



The Flyer. A reprint of the highly successful book produced in 1970 by the NSW Rail Transport Museum as a tribute to steam locomotive operation on the Sydney-Newcastle expresses. The reprint has not been updated in any way, but the excellent photographs now appear a lot sharper. A must for collectors and enthusiasts of named trains. Available in hard cover at \$9.95 or soft cover at \$7.50 (postage extra in both cases).



NSWR 'S' wagon kit in HO scale by Casula Hobbies. This kit was initially introduced as a Trax kit a few years ago, but has been reworked and now released under the Casula label. The modifications, although slight have greatly changed the kit. The recess on the side panels have been slightly deepened while the brake wheel/lock locating plate is now supplied on the underframe. Currently only available from the shop counter at Casula Hobbies.



Walthers have released their latest wish book in the form of 'The World of HO Scale - 1984' . . . the subtitle being 'A Walthers Catalog & reference Manual'. This edition, available from McBees Hobby Centre (\$15.50) is larger than ever before being 720 pages. As usual the catalogue lists all lines carried by Walthers, which includes a large majority of model railway products. Walthers have expanded the reader contribution section, which as usual is covered in colour and also a very good guide for modellers, but a further feature is a few articles on models railways one by the late Linn Westcott. With this issue being so large in size one can only wonder how big the next edition will be.

PUBLICATIONS

Queensland Railways Locomotives 1983 by Steve McNicol, published by Railmac Publications, Box 290 PO, Elizabeth, 5112. 16 pages (150mm x 210mm) with a card cover the book lists the various classes of diesels in use on the QR offering

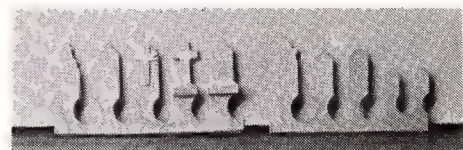
monotone photographs. The colourful livery of the QR is illustrated on the cover. The photographs inside would be a guide for identifying class members but are not good enough to indicate specific detail for modelling.

Rail Preservation in Australia — An illustrated Guide by Robin Bromby. Published by Cromarty Press and available from ARHS (NSW) Sales Centre, Box E129, St. James (\$8.95). This 96 (210mm x 150mm) page, card cover sets out to list the preservation groups in Australia. And list them it does! This booklet is packed with information of the preservation societies, each having its own chapter, and listing ALL their exhibits with a potted history on each vehicle. Considering the number of exhibits in some groups (NSWRTM, Hunter Valley or ARHS-WA for instance) this is a mammoth task, and only the inventory officer of individual societies would be in a position to challenge any omission, that is of course if they accurately know what they have in their charge. The booklet is also profusely illustrated with monotones, some of the preserved items and some of working models. The colour photos on the cover illustrate 3642 and 277, a Brisbane tram. By its title this book covers 'rail' preservation, including trams (both electrical and industrial) which is no disadvantage. For modellers interested in the local prototype and keen on research before modelling this book is a must — for it indicates where and when the preserved items can be inspected. One small complaint is the museum locations — not all are accurately listed or described, although postal address are listed.

Early Trams in Sydney by Robin Bromby. Published by Cromarty Press and available from the ARHS (NSW) Sales Centre (\$4.95). This 64 (210mm x 150mm) page booklet is a pictorial reference to the tramways of Sydney including the outlying (isolated) systems. The photographs are from the Mitchell Library, and these are accompanied by a descriptive introduction and a detailed caption. All modes of trams are covered — horse drawn, cable and steam; all types of pre 1900 cars are represented including single and multi deck types. The photographs could not be considered masterpieces, for they are old and in some instances scratched but they are well

presented and modellers would be able to glean plenty of information from them for modelling purposes. This booklet would be a valuable addition to the modeller's bookshelf.

Locomotives in China by Peter Clark. Published by Roundhouse Press, copies are available from ARHS (NSW) Sales Centre, Box E129 PO, St. James 2000, at \$9.95. Peter Clark is an acknowledged authority on locomotives, especially diesels and this 120 (155mm x 218mm) page book is his latest work. In the introduction the author acknowledges that it is not a definitive work or a history of the Chinese system but simply a collation of the best available data. After reading the book one must wonder what the author would have done with more information, for the presentation of the information available is certainly interesting and informative. Some basic history is provided along with details of the classification system. The individual loco classes are then presented, each being illustrated with a (generally) high quality photo and listing of technical information. The book closes off with a listing of relevant Chinese characters (letters) and their English translation. The ability of the author to present the information in an interesting way makes this book worth reading.



HO scale Gravestones by Scenimat. Cat No.SF31 the ten assorted metal castings sell for \$2.16. Castings are clean of flash, and imprint, of inscriptions, are clearly visible. Overall height from the base of the sprue is 20mm.

Scenimat products are distributed by Iron Horse Hobbies, Unit 3/33 York Road, Penrith, 2750.

Text, photographs and details in the Preview section have been prepared by Bob Gallagher, Graham Ball and Graham Ahern along with the kind cooperation of all manufacturers represented.

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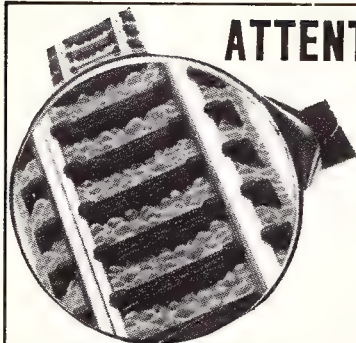
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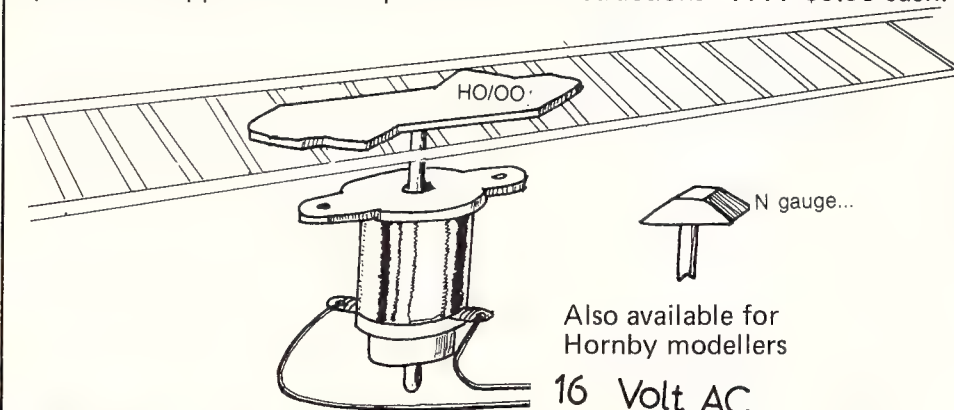
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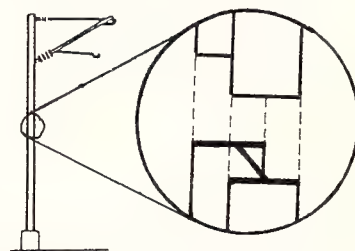


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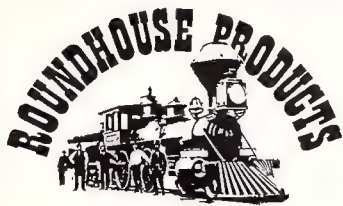
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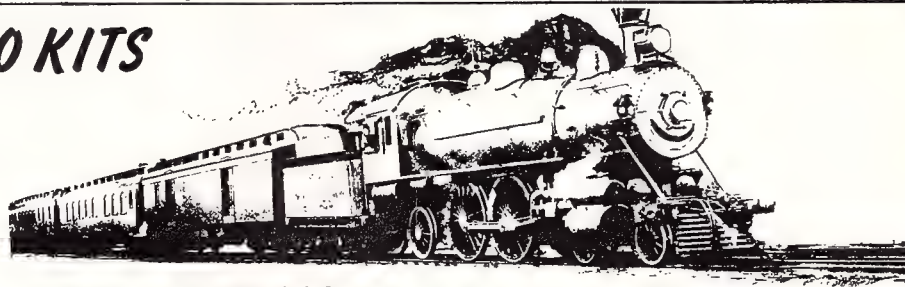
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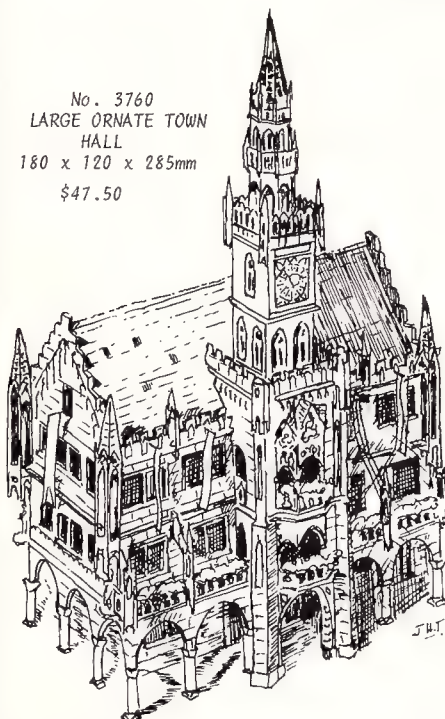
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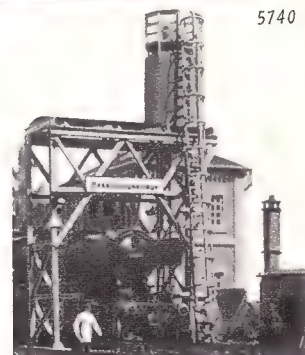
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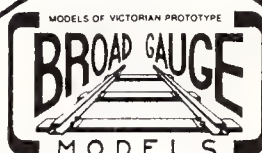
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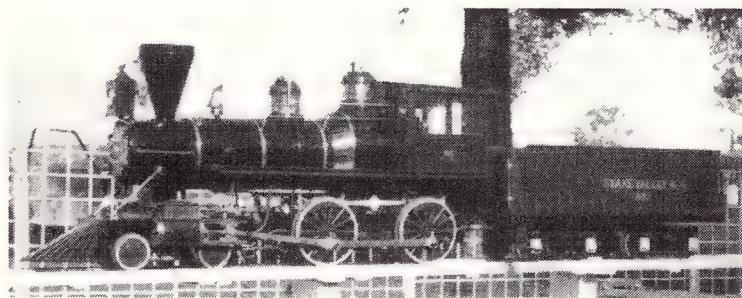


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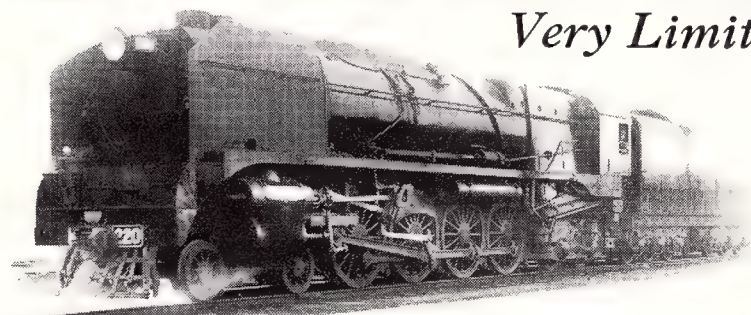
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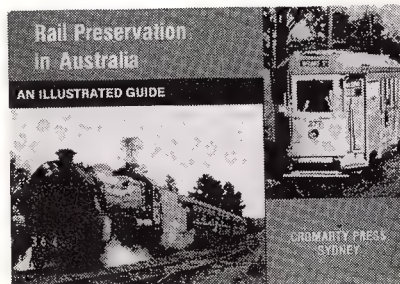
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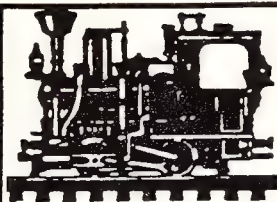
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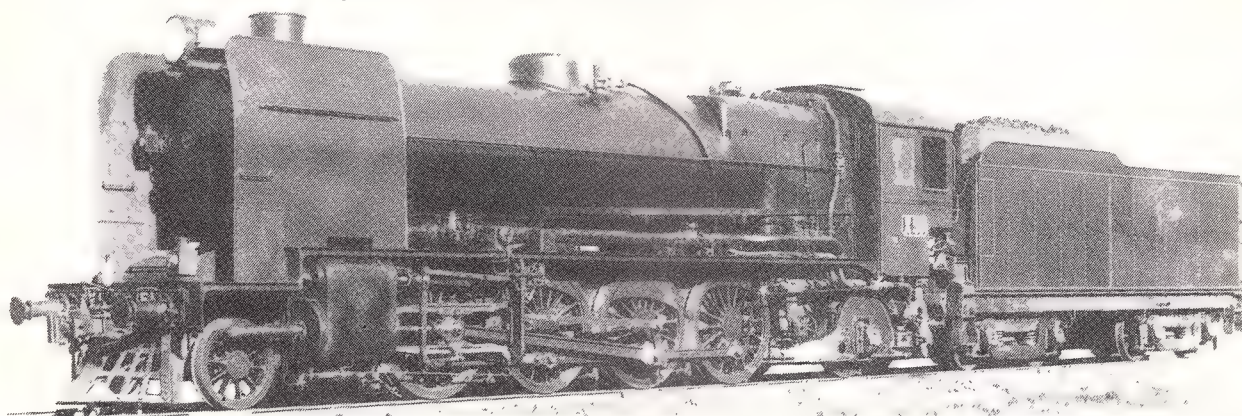
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'X' class photograph Courtesy VicRail

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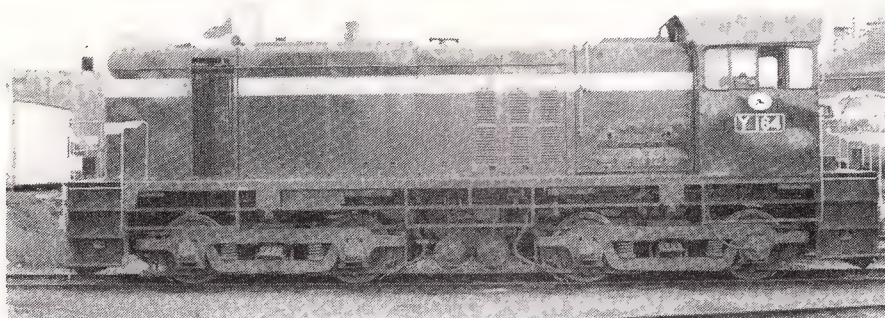
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Prototype Photo.

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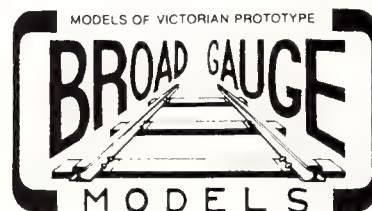
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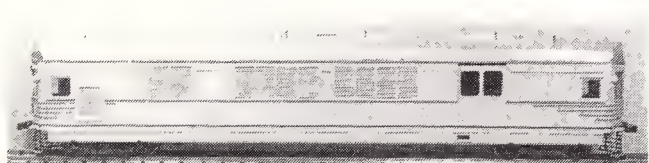
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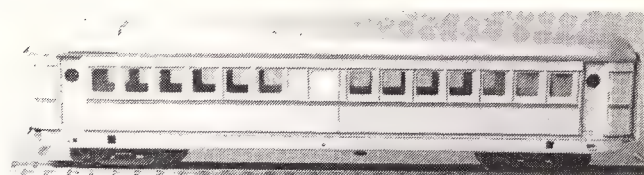
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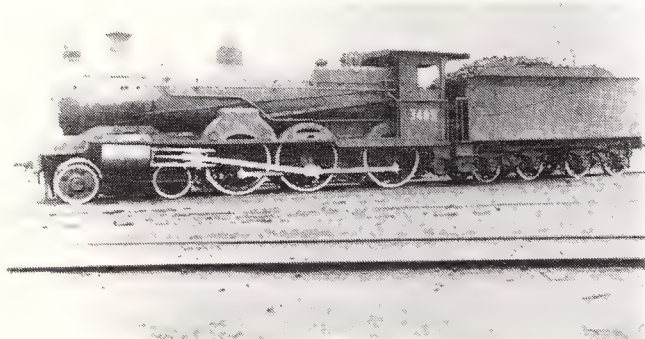
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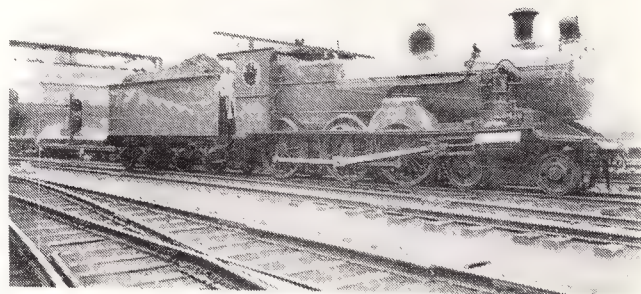
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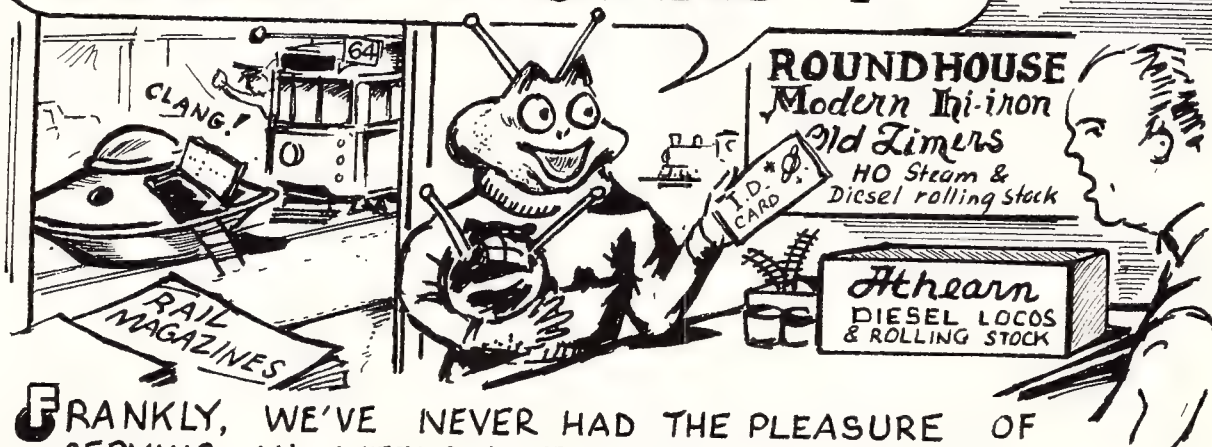
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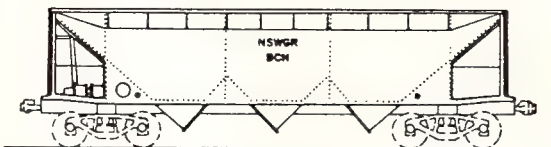
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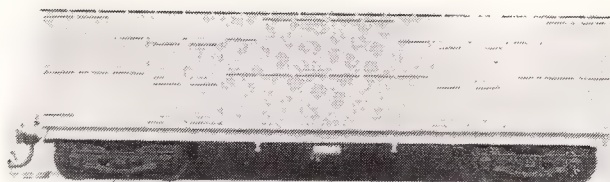
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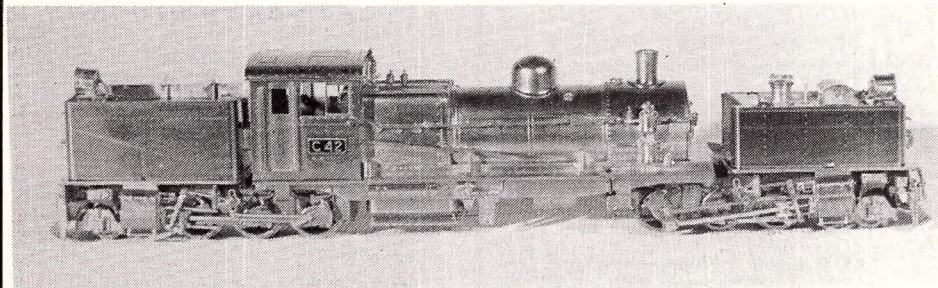
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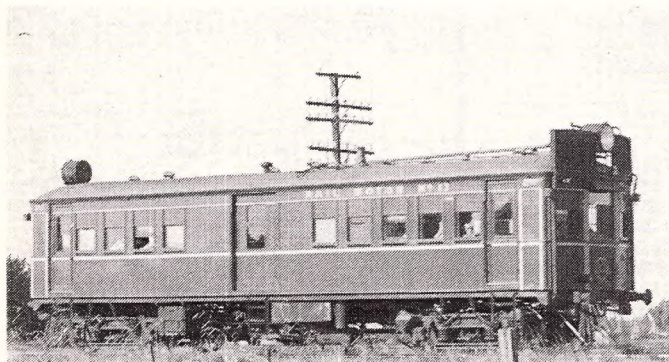
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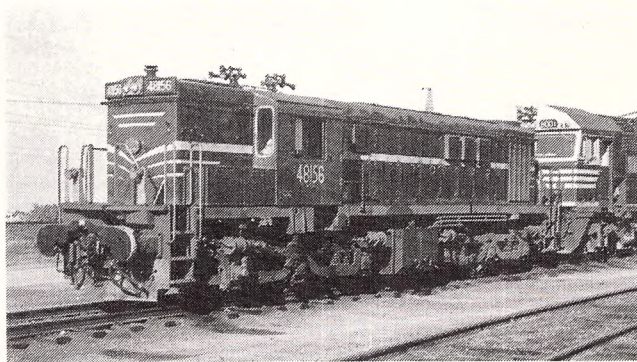
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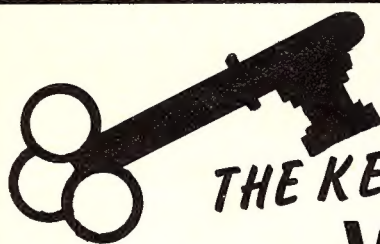
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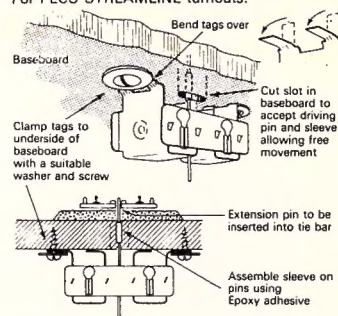
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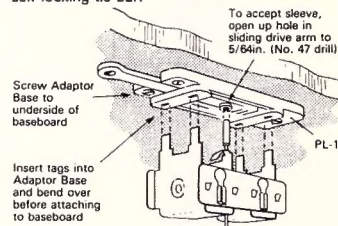
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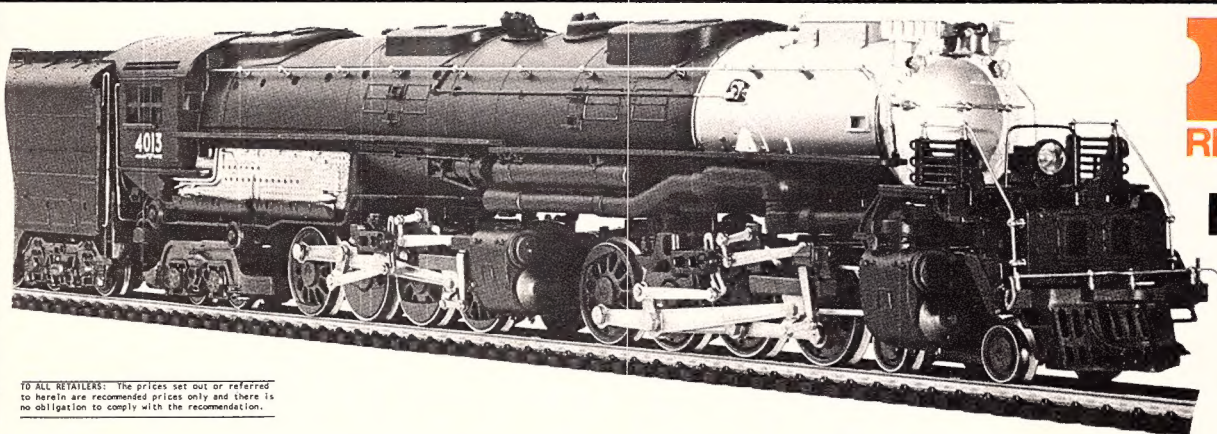
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